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SCOOP NEW BMW X5

Radical revamp for big-selling SUV

NEW EXCLUSIVE IMAGES

DRIVEN NISSAN LEAF

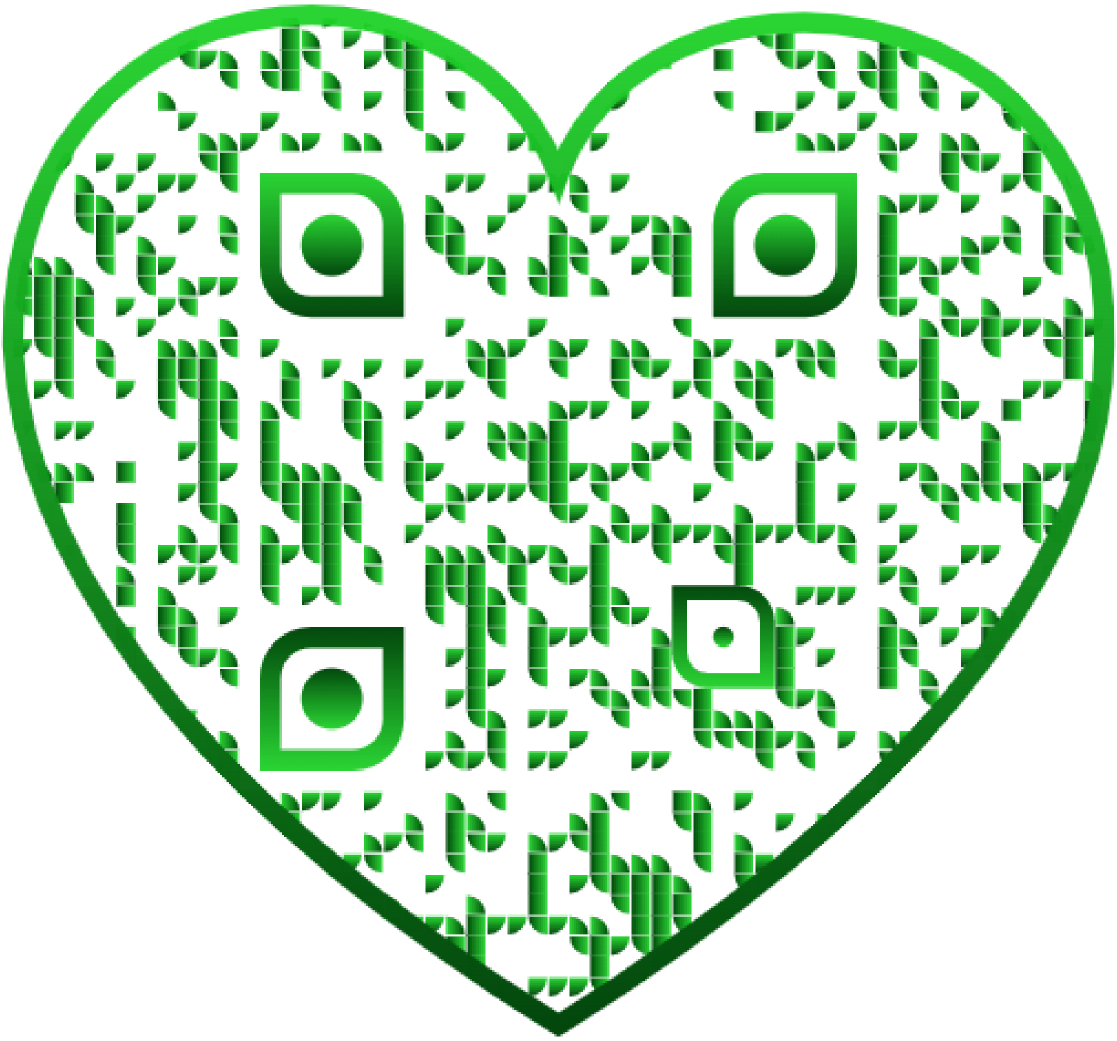
Return to form for Brit-built EV pioneer

DRIVEN NEW MG IM6

Posh SUV has Tesla Model Y in its sights

TOP ESTATES TESTED

Merc vs BMW in plug-in power battle



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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

WE had a fascinating day recently, driving half a dozen of the cheapest EVs around and covering plenty of miles to see how far these baby EVs can go on a charge in the real world (see Page 36). The six were split into distinct groups. The two most affordable cars feel very obviously cheap inside. I don't think I'd want to cover big miles in the Leapmotor T03 or Dacia Spring, but they are capable, low-cost options for an urban runaround second car that'll cost pennies to run.

> "YOU CAN DO ALL THE URBAN RUNNING AROUND YOU LIKE FOR NOT MUCH MORE UP FRONT – AND A LOAD LESS ON FUEL – THAN WITH THE EQUIVALENT PETROL SUPERMINI"

When I checked Auto Express's marketplace, you could get a Spring for under £11,500, or £143 a month, or the Leapmotor for less than £14,500. I'm not sure either will emerge from the Government's EV grant chaos with anything more off, but that still puts them among the cheapest cars you can buy.

The other four cars feel notably more grown up and complete. The BYD Dolphin Surf, Fiat Grande Panda, Hyundai Inster and Renault 5 are all compelling options that, if you can charge at home and don't frequently cover big distances, have plenty of appeal. The Panda and 5 in particular have bags of character, whereas the Inster is a different, more sensible car that prioritises impressive cabin space (a well documented weakness of the Renault) over style.

A big criticism of electric cars has long been that they are not affordable enough to encourage people to make the switch. But setting aside the new electric grant, we now have a whole spectrum of sensibly priced EVs. Panda apart – it's so new, we had to borrow a left-hand-drive car for our test – any of these models can be had for under £250 a month on lease, depending on size of deposit. Low prices don't mean there's no discount for buying outright, either – unless you want the 5, because right now Renault is selling every car it can get its hands on.

In the Auto Express marketplace, the average saving on a new Surf is £1,300-plus, more than £2,000 on a T03, and over £3,000 on the others, so there are some hugely enticing deals around. But the key thing is that these aren't for glorified milk floats. With home charging, you can do all the urban running around you like, in a well equipped, stylish and perky performer, for not much more up front – and a load less on fuel – than with the equivalent petrol supermini.

PAUL BARKER

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EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

AUTO EXPRESS

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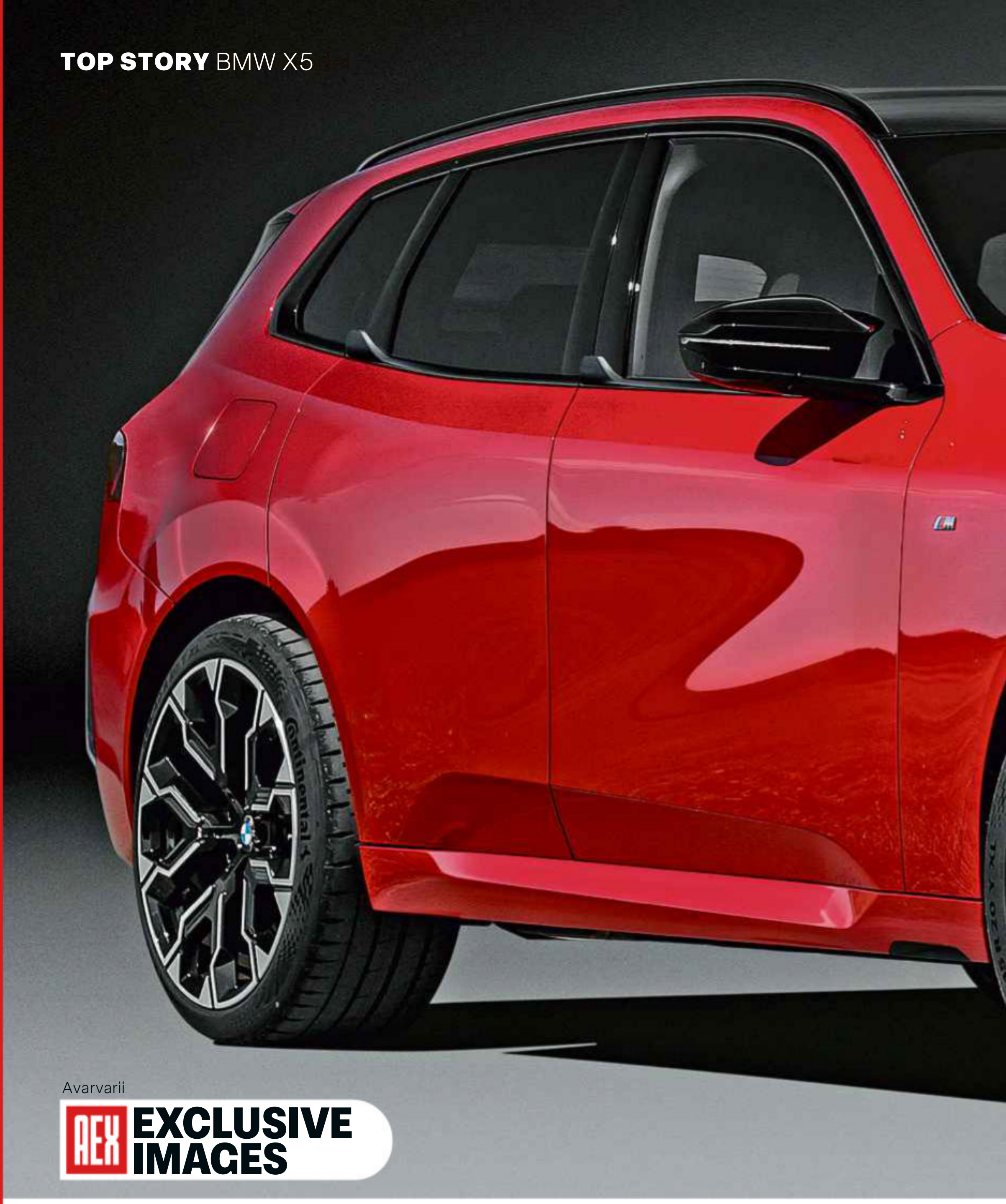

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AEX **EXCLUSIVE IMAGES**

SCOOP AL

REVEALED Next-generation SUV will feature Neue Klasse styling

Richard Ingram

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AEX THE X5 laid a lot of the groundwork for the modern SUV when it launched in 1999. More than 25 years later we still think it's one of the strongest models in BMW's line-up. With the next-generation Neue Klasse cars – including the iX3 and 3 Series – set to be revealed soon, the larger X5 is waiting in the wings.

Planned to be offered with internal-combustion, plug-in hybrid, electric and possibly hydrogen powertrains, the new model will give buyers plenty of choice. XDrive all-wheel drive will feature prominently across the range, possibly even as standard.

Recent spy shots of the X5 testing at the Nürburgring suggest that the

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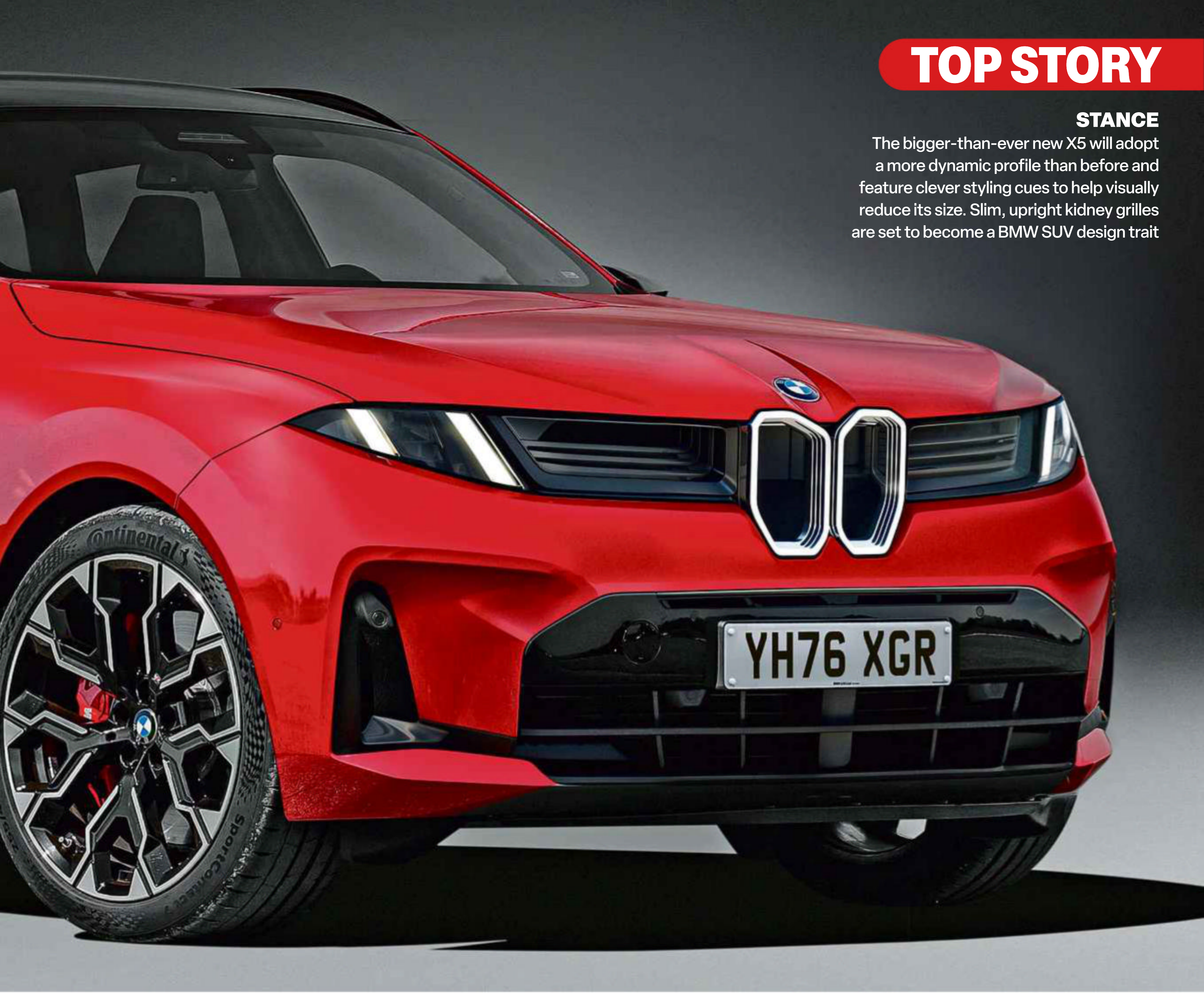


STANCE
The bigger-than-ever new X5 will adopt a more dynamic profile than before and feature clever styling cues to help visually reduce its size. Slim, upright kidney grilles are set to become a BMW SUV design trait

L-NEW BMW X5

cues, latest tech and wide choice of powertrains

THE X5 TESTING AT
ING SUGGEST THAT
OULD LOSE NONE
OR KEEN DRIVERS
HE GAP TO THE
ANGE ROVER SPORT"

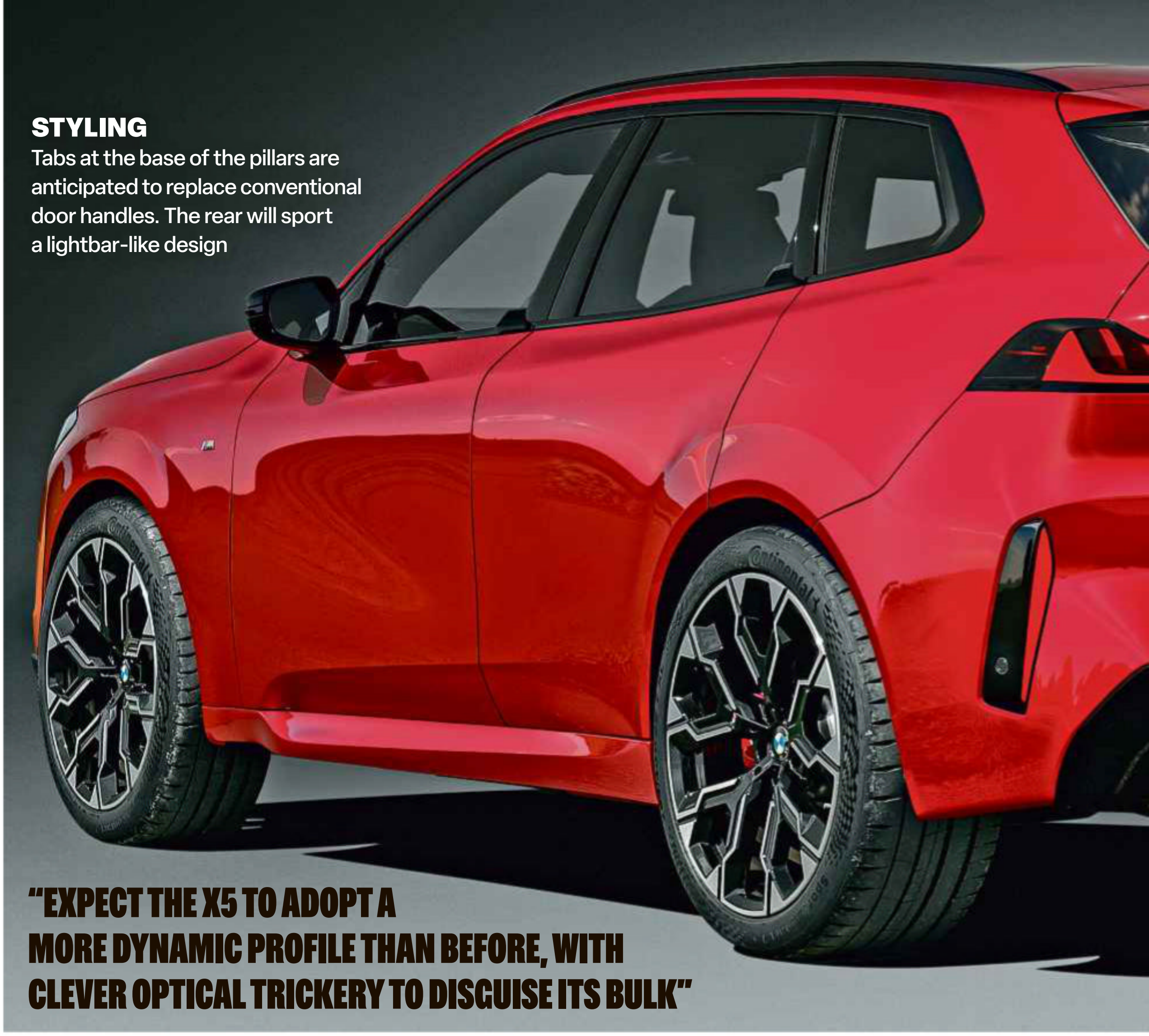
big SUV should lose none of its appeal for keen drivers – possibly even narrowing the gap to, say, the Porsche Cayenne and Range Rover Sport. We expect a mid-2026 reveal, with the first customer deliveries in early '27.

Despite BMW going all-in on its Neue Klasse architecture, which will underpin many new models including the iX3 due for launch at September's Munich Motor Show, the X5 will keep its multi-fuel CLAR platform. While the outgoing X5 isn't offered as an EV, its underpinnings support this tech; the current 5 Series comes with petrol, PHEV and electric powertrains, and the X5 is expected to follow suit.

BMW is largely phasing out diesel in the UK, yet we expect the X5 to still be offered with its 30d and 40d units. A spokesperson said the maker's "technologically open" approach means "if the market wants diesel, [BMW] can provide it". While the 5 Series doesn't get a diesel engine in the UK, the latest X3 does – and the X5 should follow its SUV stablemate.

When it comes to petrol, the base 40i will probably have six cylinders with mild-hybrid assistance. A faster X5 M60i should be available soon after launch, with an X5 M arriving later on – probably with the twin-turbo V8 plug-in powertrain from the M5.

The new X5 xDrive50e will likely lift the 550e's 449bhp petrol-electric ▶



STYLING
Tabs at the base of the pillars are anticipated to replace conventional door handles. The rear will sport a lightbar-like design

> “EXPECT THE X5 TO ADOPT A MORE DYNAMIC PROFILE THAN BEFORE, WITH CLEVER OPTICAL TRICKERY TO DISGUISE ITS BULK”

powertrain unchanged. This should give the PHEV enough muscle for 0-62mph in around 4.5 seconds.

Then there are the EVs, probably to be badged iX5. Using the i5 as a base, we expect an entry Drive40 and a faster iX5 M60. With around 335bhp, the former will cover 0-62mph in just over six seconds, with the c.600bhp M60 slashing that to around four seconds. Expect plenty of trick chassis and suspension tech, too. As mentioned, a hydrogen fuel-cell set-up is a possibility, too, but it’s unlikely to be offered to British buyers.

The bulkier-than-ever X5 won’t be big on fuel economy or emissions, but mild-hybrid tech should bring competitive running costs. The diesels will be best for long-distance drivers, while the long-range PHEVs should allow the new X5 xDrive50e to do at least 50 miles in electric mode – maybe more. For context, the 550e’s 22.1kWh battery gives up to 62 miles of range.

The EVs will be more susceptible to increased weight, yet given that the i5 eDrive40 with an 81.2kWh battery claims a 357-mile range, the larger, heavier X5 should exceed 300 miles on a charge. For the more powerful M60, 250 miles should be possible.

From our numerous shots of the new X5 testing so far, and with a little artistic licence, our exclusive images seen here peel back the camouflage for an accurate representation of what the firm’s next-gen SUV might look like. The Neue Klasse-inspired front end is a given, complete with distinctive two-prong daytime running lights.

The slim, upright kidney grilles will be an SUV styling trait – we expect to see them first on the iX3 – while the black panel that flanks them is anticipated to house a variety of driver-assistance cameras and sensors.

Overall, though, we can expect the X5 to adopt a more dynamic profile than before. BMW will employ clever optical trickery to disguise the car’s bulk – a wider track will help visually lower the roofline, while a sloping rear should aid aerodynamics.

Big wheels and muscular haunches are all but a given, although recent spy shots show a lack of conventional door handles. Instead, the X5 will use tabs at the base of the B and C-pillars.

At the rear, we expect a look also inspired by the new iX3 and 3 Series – with a lightbar-like design split by a BMW badge. Placing the licence plate on the bumper allows for a low load lip to help ease access and practicality.

Inside, expect all the usual high-end trim materials, plus tech extras such as upgraded stereos and a widescreen head-up display. We also know that all new BMWs will use Panoramic iDrive infotainment, with a big main screen complemented by a full-width panel at the base of the windscreen. This will define BMW’s cabin architecture for every future model, starting with the iX3. The set-up will be expanded to fit the slightly wider X5, and will show everything from speed, trip and range information to phone connectivity and media. It will also have customisable widgets.

The lower touchscreen will function as a conventional display, with wireless Apple CarPlay and Android Auto. BMW has confirmed it will not offer CarPlay Ultra on any of its models.

We don’t expect BMW’s lauded rotary iDrive controller to feature in the new X5, however; usage of the console-mounted dial has dropped year by year – largely due to the number of touch functions that the systems now employ. Of course, the new X5 is all but certain to grow slightly over the outgoing model. The CLAR platform is scalable, but we know the i5 saloon and i5 Touring estate both measure just over five metres nose to tail – around 125mm longer than the existing, seven-seat X5.

Lengthening the wheelbase – possibly beyond three metres – will open up more space inside the SUV, while also improving comfort over rough roads. As mentioned, however, it’s unlikely BMW will want to sacrifice anything when it comes to agility and handling; the implementation of trick technology and next-generation damping will play a big part here.

In fact, the X5 will be BMW’s most technologically advanced model until

Automedia

> “BMW IS GEARING UP FOR A REVEAL TOWARD THE MIDDLE OF NEXT YEAR, WITH THE START OF SALES AND CUSTOMER CARS DUE ROUGHLY SIX MONTHS LATER”

Avarvarii

the all-new X7 arrives in 2027. That means it'll be fitted with a suite of driver-assistance systems including semi-autonomous driving functions and the latest crash-avoidance tech. It will all be heavily integrated into the Panoramic iDrive and head-up displays.

BMW won't reveal pricing for the next-generation X5 for some time yet, but given that the current car starts from £82,255, it's highly likely that the new car will nudge £90k even in its most basic form. The maker has told us it is gearing up for a reveal towards the middle of next year, with the start of sales and customer cars due roughly six months later. The X5 is one of 40 new or revised BMWs set to be unveiled by the end of 2027.

AEX SPIED

DRIVER'S CAR
Sneak shots taken at the Nürburgring reveal more of the new X5's styling, but also suggest that the big SUV should lose none of its appeal for keen drivers

TOP STORY

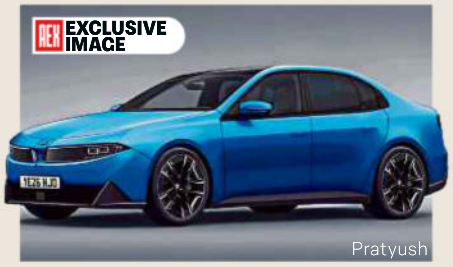
BMW MODEL BLITZ: FIVE CARS IN THE PIPELINE

What's next from the brand? We reveal all

iX3 (DUE SEPTEMBER 2025)

THE iX3, which will be revealed in September, will launch the 'Neue Klasse' styling language, set to feature on 40 new or revised BMWs by the end of 2027. This will separate the car from today's X3, while also ushering in the new Panoramic iDrive infotainment.

3 SERIES (DUE MID-2026)



Pratyush

NEXT up is the replacement for the 3 Series. It'll feature the same platform and powertrains as the iX3, plus a similarly bold look. BMW will offer the new 3 with combustion engines and as an EV, setting new benchmarks for efficiency and range.

X5 (DUE MID-LATE-2026)

UNLIKE the 3 Series and iX3, the new X5 will use the same platform as the old car, but with heavily updated tech. Options will include petrol, diesel and hybrid, plus EV and even – in some markets – a hydrogen fuel cell. Big interior updates will also feature.

FACELIFTED 5 SERIES (DUE 2027)

THE current 5 Series only went on sale in 2023, so its facelift is still a little way off. Unlike most mid-life updates, the 5 Series is set to get a completely new look to pull it in line with the Neue Klasse models; expect major changes on the outside, plus a totally new interior.

X7 (DUE 2027)

THE X5 will act as BMW's tech flagship until the X7 arrives in 2027. Using the smaller SUV as a base, the X7 will offer plug-in and all-electric powertrains – which it has lacked so far. And as with the others here, it'll have a Neue Klasse face and fresh cabin layout.

EV GRANTS Car compa big discounts amidst gr

SPECIAL REPORT Kia, Hyundai, MG and Alfa among brands offering thousands off electric models

Tom Jervis

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CAR brands are taking matters into their own hands and offering EV discounts as confusion builds over the UK Government's recently announced Electric Car Grant (ECG), which is feared to exclude a large proportion of the market.

Kia, Hyundai, MG, Leapmotor and even Alfa Romeo have all announced their own moves – either price cuts or glorified deposit-contribution promotions – because it remains unclear exactly which models will be covered by the ECG, particularly those hailing from the Far East.

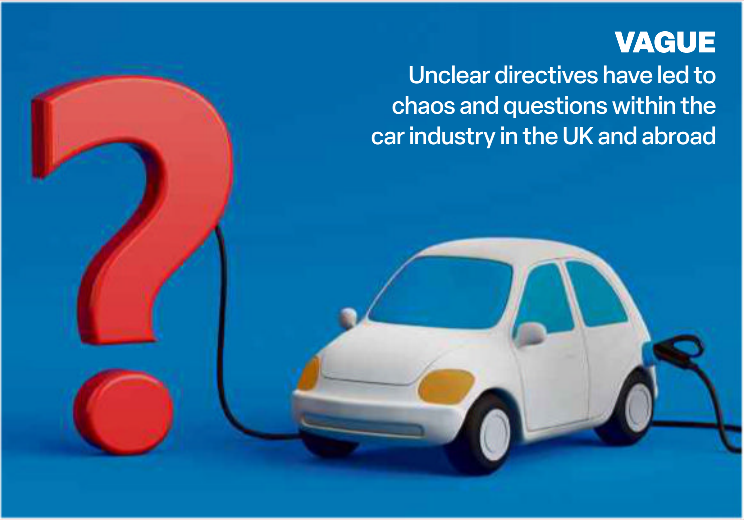
Such is the confusion that Beijing has issued a warning to the Government; an embassy spokesperson said "the Chinese side is following the situation and will resolutely safeguard the legitimate rights and interests of Chinese companies".

Yet it's not only the Chinese who are being targeted. Many European brands are also unsure whether their cars will be eligible to receive Government funding. Society of Motor Manufacturers and Traders chief executive Mike Hawes told Auto Express that while half of the EVs on sale in the UK fall under the £37,000 threshold, only two-thirds of those models are expected to ultimately qualify for the grant.

The SMMT reported that the Government didn't consult it on the scheme, and Auto Express has spoken to several makers who all confirmed there was no discussion with the industry around how the scheme would operate. More clarity is expected soon, as those brands quickest off the mark with submissions around their car's eco credentials begin to discover if they qualify for the grant – which will be set at £3,750 or £1,500 levels.

Insiders have already raised concerns about manipulation of the grant because it is open to business, as well as private, buyers. The Department for Transport reassured Auto Express that leasing companies, for starters, "must provide a specific user as part of the order documentation, preventing them from reserving grants unless that vehicle is a genuine sale with a consumer on the other end".

In regard to manufacturers, the DfT said it is "monitoring uptake of the scheme to ensure that benefits reach drivers" and pledged to "change the scheme design where necessary to protect taxpayers' money". A spokesperson also said exclusion from the scheme and "clawbacks" could be implemented for those not playing by the rules.



VAGUE
Unclear directives have led to chaos and questions within the car industry in the UK and abroad

UK DEPARTMENT OF TRANSPORT

> "WE ARE MONITORING THE UPTAKE OF THE SCHEME TO ENSURE THAT BENEFITS REACH DRIVERS... WE WILL CHANGE THE SCHEME DESIGN WHERE NECESSARY TO PROTECT TAXPAYERS' MONEY"

BRANDS OFFERING THEIR OWN EV GRANTS

Alfa Romeo

ITALIAN brand has announced £1,500 towards the price of a new Junior electric SUV – which is the equivalent of the lowest level of grant offered by the Government.

GWM

THE Ora 03 supermini, once known as the Ora Funky Cat, will get a £3,750 'Green Grant' discount effective from now, available on all versions of the car. That brings the starting price down to just over £21,000 – and the 03 is also available with zero per cent finance.

Hyundai

THE baby Inster has been cut in price by £3,750 – the same amount as the higher grant level – taking it below £20,000. Hyundai has also dropped the price of its entire EV range – the Kona, Ioniq 5, Ioniq 6 and Ioniq 9 – by £1,500, including those models that would have been over the £37,000 grant threshold.

Kia

BASE-spec Air versions of both the EV3 and EV4 will be the only Kia models currently eligible for the Electric Car Grant, if they meet the environmental criteria set out by the Government. That's why the brand has announced that the pair are being offered with the £3,750 deposit contribution during July, August and September, taking the EV3 below £30,000 and the new EV4 down to a starting price under £31,000. Higher-spec GT-Line and GT-Line S models aren't included, and neither are any of the brand's more expensive EVs.

anies approve rant confusion

PRICE CUTS
Kia, Alfa and MG are among the brands to tweak their prices or offer discounts in the face of ongoing EV grant confusion

Leapmotor

THE so-called 'Leap-Grant' discounts mean that the electric Leapmotor T03 city car gets £1,500 off its On the Road (OTR) price and is now available from £14,495. That's less than the Dacia Spring's OTR price, now making the T03 the UK's cheapest electric car. The Leapmotor C10 mid-size electric SUV, meanwhile, gets the full £3,750 ECG saving and is now available from only £32,750.

MG

ONE of the first to make a move, MG is yet to discover if its Chinese-built MG4 and MGS5 EV will be able to meet the sustainability criteria and qualify for the UK Government's grant. In the meantime it's announced a £1,500 'grant' of its own on the MG4 hatch and MGS5 SUV.

PRICE CUTS

IN some cases, manufacturers have cut prices to take their models under the £37,000 ECG threshold. For instance, Vauxhall and Renault have dropped the prices of the Grandland and Scenic respectively.

Getting the entry models under £37,000 is crucial for brands, because that brings every car using the same battery in the entire line-up into the fold. So making the base Design-specification Grandland eligible also means Vauxhall's GS and Ultimate trim levels qualify despite being over the price threshold. Likewise, even the top-spec £42,195 Scenic Iconic Esprit Alpine would be accepted for the grant, because its Techno-spec stablemate is below £37,000.

Renault has also announced that it expects all of its EVs – the 4, 5, Megane and Scenic – to be eligible, although the brand hasn't specified whether this would be the full amount or the lower, £1,500 level.

> "GETTING THE ENTRY MODELS UNDER £37,000 IS CRUCIAL, BECAUSE THAT BRINGS EVERY CAR USING THE SAME BATTERY IN THE LINE-UP INTO THE FOLD"

AEX OPINION

RICHARD INGRAM
DEPUTY EDITOR

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THE reintroduction of EV grants is great – a definite step in the right direction and exactly what the automotive industry has been crying out for. But the confusion around who or what might be eligible has sparked knee-jerk reactions from manufacturers not prepared to see sales stall while we all wait for answers.

Was this the Government's plan all along? Announce a murky idea with an intriguing headline, delay the start and any clarification, and wait for the world and his dog to drop prices and make EVs more affordable? Let them do the hard work so Sir Keir and his cabinet don't have to? Mission accomplished.

Consumers have longed for ICE and electric-car price parity since the days of the original Nissan Leaf, and recently the Government has flatly refused to help. But now, with what cynics might describe as some clever manipulation, it has made us believe it has the interests of the industry in its sights while, in effect, forcing the hand of those who feed it.

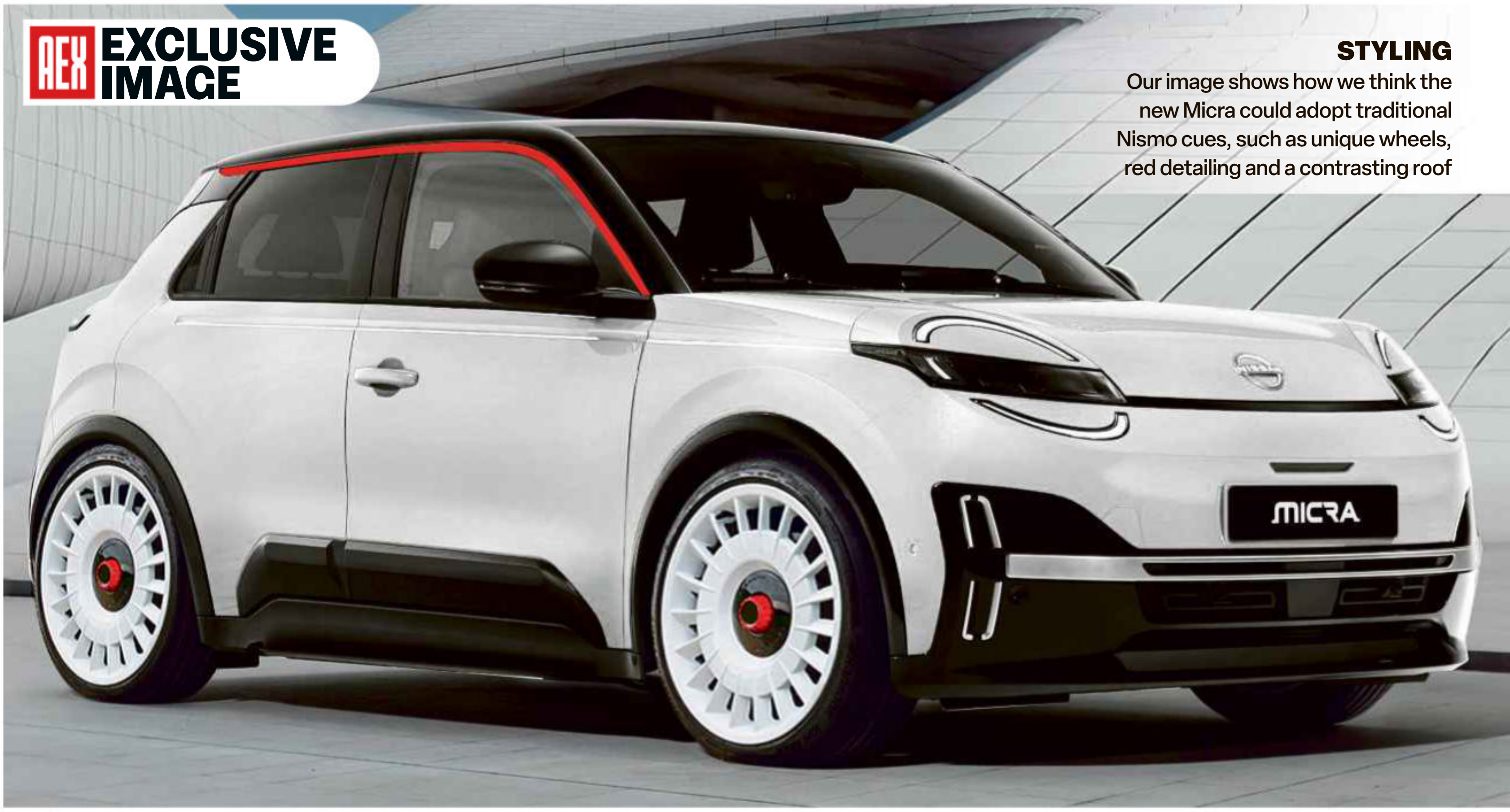
A scheme quite obviously targeted at supporting the UK and European electric-car industry – or, as the mischievous might suggest, actively designed to throttle Chinese and Korean disruptors – has been so badly initiated that even brands from France (Renault) and Italy (Alfa Romeo) have jumped to cut prices. Reckon that the likes of MG, Leapmotor and Kia doing the same is merely coincidental? I'm not so sure.

Whatever the aim of this scheme, interested parties can now buy an EV for less than they could 10 days ago. Trouble is, that same model might be more affordable still when the grant finally goes live on 11 August.

> "WAS THE PLAN TO REVEAL A MURKY IDEA, DELAY CLARIFICATION AND WAIT FOR THE WORLD TO DROP PRICES?"

Nissan could fire up ho

REVEALED Taking advantage of Alpine's work with the A290, a high-performance Nissan Micra might



STYLING
Our image shows how we think the new Micra could adopt traditional Nismo cues, such as unique wheels, red detailing and a contrasting roof

Jordan Katsianis

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NISSAN may top its upcoming Micra supermini range with a hot Nismo version, Auto Express understands. We challenged the brand's European top brass about whether a high-performance version of the new hatchback was on the cards, and they didn't say no.

When we spoke to Nissan's European head of product planning, Christophe Amblard, he replied to our enquiry by telling us that the company is "actively looking at all sorts of possibilities with its future product range, including widening the Nismo range. But nothing can so far be confirmed".

A hot version of the Micra would help bolster the Nismo name, which the Japanese company is using as one of its "core" brands alongside Patrol and Juke. But beyond just being a branding exercise, such a car would also allow Nissan to make full use of the new Micra's platform, which we know is capable of handling considerably more power than is in the publicised plan.

Although the maker isn't flush with cash to fund the development of a pure-electric hot hatchback right now, the Micra's close relationship to the new Renault 5 means that Nissan could take advantage of the work sister company Alpine has done to create its R5-based A290. This would be a cost-effective way of giving the Micra more power, plus a more focused chassis to cope with it.

The bulk of Alpine's changes relate to the new e-motor's power output, which is rated at 217bhp in its GTS form – 69bhp more than the existing Micra. But it's not just the more powerful engine that's been fiddled with, because the chassis has also been uprated with a wider track, bigger wheels, larger brakes and a tweaked suspension set-up.

SPORTY
Nissan will be using the Nismo name as one of its core brands alongside Juke and Patrol

> **"SOMETHING BUILT IN HOMAGE TO THE ORIGINAL NISSAN MICRA SUPER TURBO COULD BE JUST AROUND THE CORNER"**

We'll need to wait a little longer to get absolute confirmation from the company that another high-performance Nismo model is on the cards. But if Nissan deems there's a solid business case for it, something built in homage to the original Nissan Micra Super Turbo, which was introduced almost 40 years ago, could be just around the corner.

That car, rather ironically, also had a secondary set of inset spot lights – just like you'll also find on an Alpine A290. Watch this space.

t edition of new Micra

t be on the cards

Nürburgring lap record in sights of madcap Renault R5 Turbo 3E

Twin-motor set-up develops 533bhp in Turbo 3E, which can sprint from 0-62mph in less than 3.5 seconds

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RENAULT'S wild 5 Turbo 3E flagship is heading to the Nürburgring for an EV lap record attempt, Auto Express can reveal.

With 533bhp and 4,800Nm of torque from two electric motors and 0-62mph in less than 3.5 seconds, the car has the firepower to set a competitive time.

The fastest production EV around the 12.9-mile loop of the Nordschleife circuit is the Xiaomi SU7 Ultra saloon, which posted a time of 7:04.957 in April this year and has gone even faster in uprated, prototype form.

The Rimac Nevera and Porsche Taycan Turbo GT aren't much slower but it'll be the times of the Tesla Model S Plaid (7:35.579) and the Hyundai Ioniq 5 N (7:45.59) that Renault has its eye on.

One record is odds-on – the fastest rear-wheel-drive EV around the 'Ring – because strictly all-wheel-drive cars have posted the existing benchmarks.

The 5 Turbo 3E packs two advanced in-wheel motors spinning its rear end, and an aluminium and carbon-fibre construction that should keep weight below 1,450kg. Much of this tech will be shared with the upcoming Alpine A110 Electric.

"The 5 Turbo 3E has the potential to do two Nordschleife laps at full throttle," Fabrice Cambolive, the Renault brand CEO, told Auto Express. Can it post a respectable lap in the seven-minute zone? "We will communicate it at the right time," winked the boss.

"With its in-wheel motors and really low centre of gravity, it's like piloting a video game," he claimed.

Renault Group test driver Laurent Hurgon, who also races a Lamborghini Super Trofeo, is tipped to attempt the record run. He posted the Megane RS Trophy-R's front-wheel-drive lap record in 2019, a 7:40.100 time (on a slightly shorter loop) subsequently bettered only by the latest Honda Civic Type R.

The Nordschleife is a huge challenge for any electric car, with repeated maximum accelerations and decelerations taking a huge toll on the battery, motors and brakes, and placing great demands on the thermal management of the power cells critical to prevent a drop-off in performance.

Turbo 3E prototypes should be out testing in public soon, with the record run expected to happen before the weather becomes too unsettled.

> "WITH 533BHP AND 4,800NM, THE CAR HAS THE FIREPOWER TO SET A COMPETITIVE LAP TIME"

Xiaomi SU7 currently holds record

Renault sticking to plans as it hits No. 2 in Europe

RENAULT will stay resolute in its commitment to full-hybrid and electric powertrains, largely dismissing plug-in hybrids as it transitions to a fully electric range.

The firm has just been crowned number two car maker in Europe – behind Volkswagen – in the first half of 2025. When asked if the firm had any plans to chase down its German rival, Renault's global sales and operations director, Ivan Segal, told Auto Express he would "stick to the plan" by offering buyers "the right powertrain", rather than muddying the waters with too much choice.

"[Renault's] strategy is a good one," Segal insisted. "Full hybrid on one side, and the EV on the other.

"Maybe with EV, the expectation was to have a much faster growth, but the fact that we are balanced with the line-up, for us it is a kind of sustainable growth for the future," he told us. "We know that regulation can change, but we believe that we've got the right powertrain, the right range, to be stable and balanced depending on what will be decided, or the evolution of demand".

Segal added: "We continue to think that full hybrid is the right solution for customers coming from diesel, not willing to go directly to EV and trying to find the right balance."

It means that the flagship Rafale SUV is likely to remain Renault's only plug-in hybrid offering.

EVs take 16 per cent of Renault sales

End to EV Congestion Charge exemption set to raise £75m

Tom Jervis

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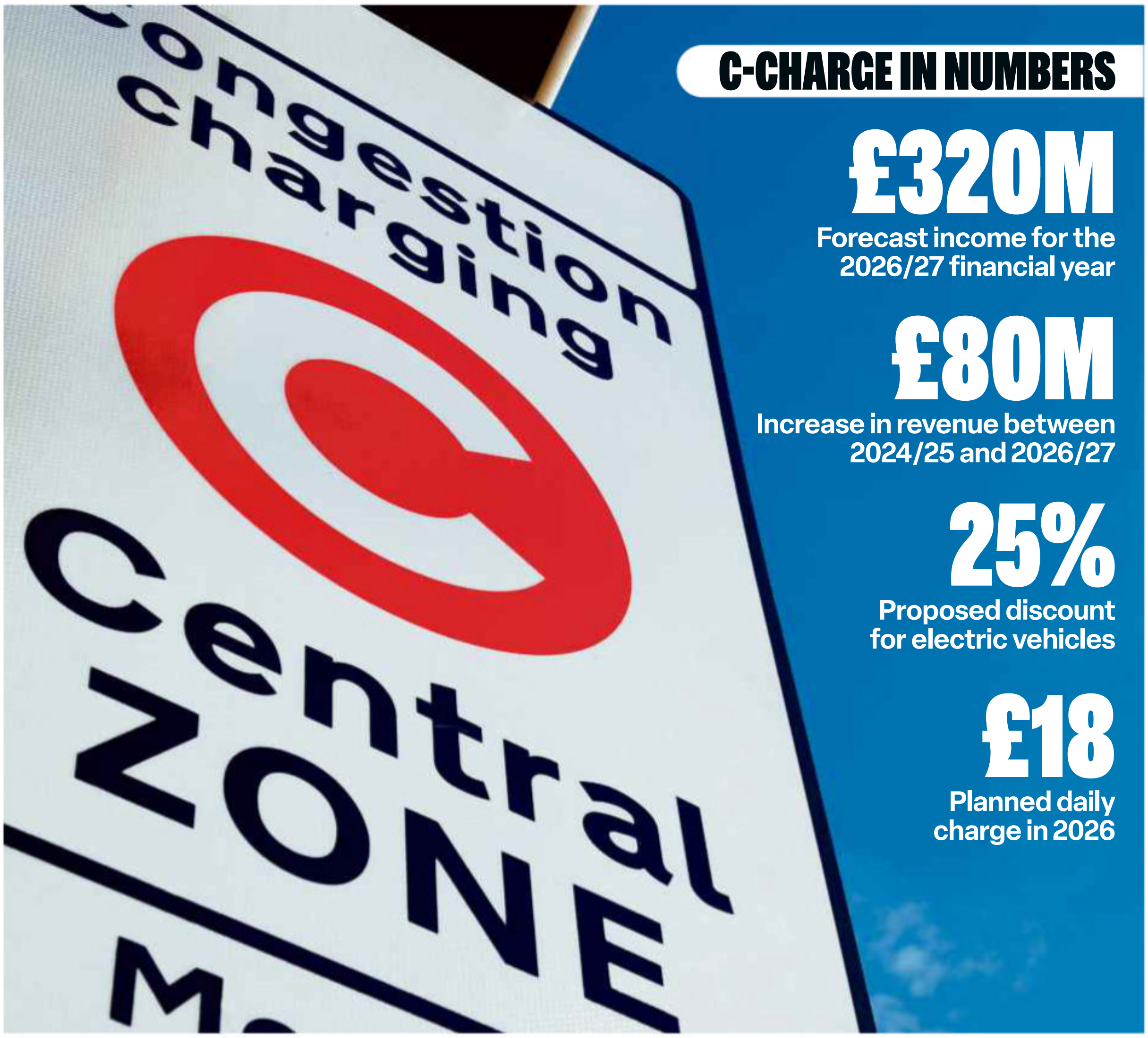
Annual windfall for Transport for London branded a “cash grab” by the AA



C-CHARGE IN NUMBERS

£320M
Forecast income for the 2026/27 financial year

£80M
Increase in revenue between 2024/25 and 2026/27

25%
Proposed discount for electric vehicles

£18
Planned daily charge in 2026

SPOKESPERSON Automobile Association

> “LONDON HAS DONE NEXT TO NOTHING TO PROVIDE A PARK-AND-RIDE FACILITY, BUT IS HAPPY TO IMPLEMENT A CONGESTION CHARGE THAT MAKES PEOPLE THINK TWICE ABOUT DRIVING INTO THE CITY”

PROPOSED changes to the London Congestion Charge are set to raise tens of millions of pounds a year, with drivers of electric vehicles set to bear the biggest burden.

An Auto Express Freedom of Information request submitted to Transport for London (TfL) revealed that removing the EV exemption to the Congestion Charge is expected to generate as much as £75million a year – or even more if the proposed changes to the Cleaner Vehicle Discount (CVD) aren’t implemented.

The suggested plan means that although EVs will be subject to the Congestion Charge from 2 January 2026, they will receive a 25 per cent discount (rising to 50 per cent for vans and other LCVs) if registered through the TfL Auto Pay system.

However, if the changes to the CVD aren’t implemented as planned, drivers of electric vehicles would be forced to fork out the full amount, increasing the total amount paid to TfL to £83million annually.

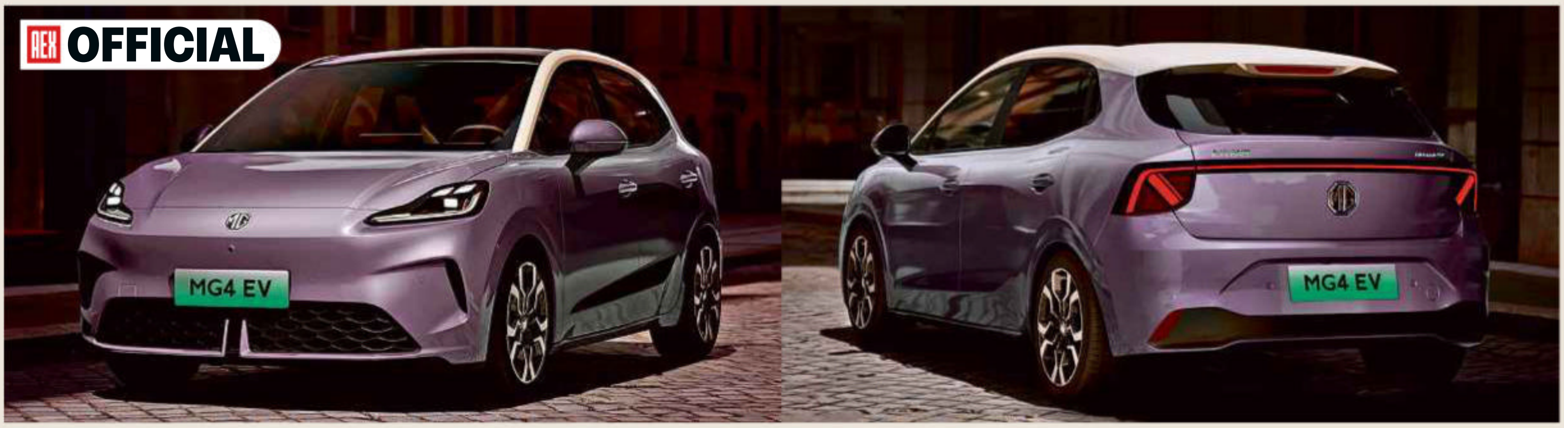
TfL also plans to increase the daily Congestion Charge rate from £15 to £18 from 2026. Covering both electric and internal combustion-engined cars, the proposed hike is forecast to rake in at least an extra £40million over five years, possibly rising to as much as £55million.

Combined, and taking into account overlaps with the inclusion of EVs, TfL expects revenue from the Congestion Charge to grow from £240million in the 2024/25 financial year, to £320million in 2026/27, adding £80million to City Hall’s coffers.

Talking to Auto Express, a spokesperson for the Automobile Association said the organisation is “bitterly disappointed that TfL is now picking on EV drivers”, pointing out how the “incentive to get more people into zero-emissions vehicles has now been swallowed up in a general cash grab”.

The spokesperson added: “London has done next to nothing to provide a park-and-ride facility on the outskirts of the city, but is happy to implement a Congestion Charge that makes people think twice about driving into the city.” Figures suggest the recently introduced TfL tolls for the Silvertown and Blackwall tunnels in east London have reduced traffic by roughly 5,000 drivers per day, which add weight to the organisation’s claim.

Meanwhile, the Department for Transport will increase the Dartford Crossing toll by £1 to £3.50 per crossing from September, with transport secretary Lillian Greenwood saying current traffic levels at the crossing “are well in excess of its design capacity, causing delays, congestion and journey disruption to drivers on the M25 and a range of knock-on impacts for local communities”.



Chinese-market MG4 could 'enhance' MG's line-up in UK

Alastair Crooks

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AEX THE MG4 has been a focal point for the Chinese-owned brand's success in the UK's all-electric market – and it seems you can't get too much of a good thing, because MG could bring the new Chinese-market MG4 over here.

Speaking to Auto Express at the launch of the IM5 and IM6, MG's UK head of product and planning, David Allison, said the Chinese MG4 "hasn't been confirmed for the UK, but it's not unusual for China-specific models to come [here]." Asked if MG's UK operation would take the Chinese MG4, he said: "You could speculate that."

Allison's comments appear to show MG warming to the idea of bringing the car here, after he told us in March: "There are lots of cars under the SAIC umbrella sold around the world that we don't sell here."

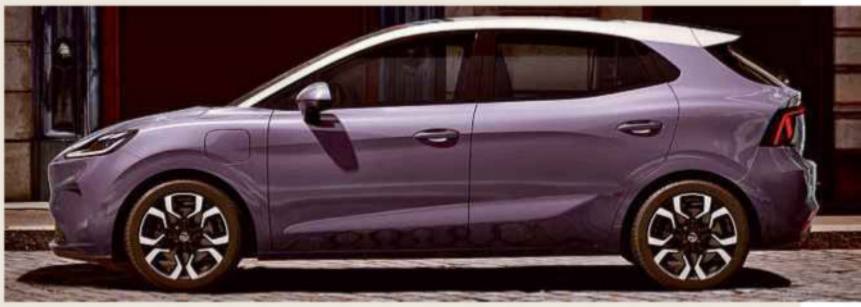
The Chinese-spec MG4 was revealed earlier this year, but is slightly larger than the European car, and sits on a different platform. It shares its underpinnings with the MGS5 small SUV.

"We need to balance the success the MG4 has had already," Allison said. "If we were to bring [it] to the UK, we'd have to make sure it enhances the line-up. We would also look [at] it as an enhancement rather than a replacement."

While the Chinese MG4 shares a badge with its namesake, its design and underpinnings are very different. The UK MG4 is rear-wheel drive (or four-wheel drive in dual-motor guise), but the Chinese model has a 160bhp front-drive set-up. It sits on a fresh platform that caters to a conventional battery with LFP chemistry – although it can also house a semi-solid-state one, says MG.

We don't expect that battery to arrive on the MG4 for a few years at least, though. Thanks to patent filings, we know the Chinese MG4 is lighter than the car we get here, at 1,485kg, compared with 1,635kg, which should help range figures.

The styling of the Chinese hatch is a lot less sporty than our MG4's, particularly at the front, which has a softer, more rounded nose and a smaller, body-coloured splitter.



Chinese-specification MG4 has less aggressive styling than UK model

DAVID ALLISON Head of product and planning, MG Motor UK

> **"WE WOULD LOOK AT THE MG4 AS AN ENHANCEMENT, NOT A REPLACEMENT"**

Sub-£20k MG2 supermini is on track for 2026 debut

MG may have just launched the IM5 and IM6 in the premium saloon and SUV sectors, but it hasn't forgotten the importance of affordable EVs, as the forthcoming MG2 will illustrate.

Speaking to Auto Express, MG's UK head of product and planning, David Allison, confirmed the MG2 "is still 12 months away", suggesting we will see the car revealed before the end of 2026 ahead of a market launch the following year.

We got our first hint of a new entry-level MG EV in March last year when Allison confirmed there would be a sibling to the MG3. "I think everyone seems to be looking in that area at the moment – B-segment or below it," he said. Check out our drive of the new MG IM6 on page 18.

EXCLUSIVE IMAGE
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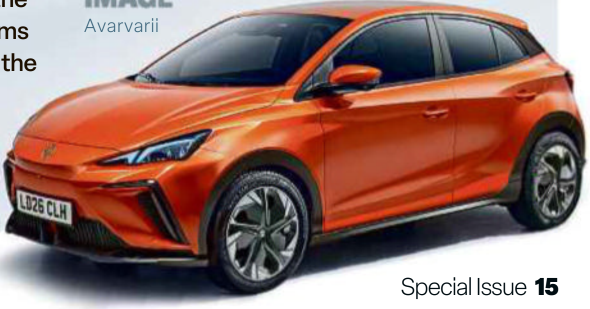

COMING SOON
MG2 small EV likely to be unveiled next year

New Dacia small EV to

Brand claims European-made Spring successor will be ‘the most affordable EV

Richard Ingram

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EARLIER this year, Dacia revealed plans to launch a new £15,000 small EV in double-quick time, reducing the car’s development cycle to just 16 months. Now the brand’s VP for sales and marketing has confirmed that positive news is just round the corner.

Speaking on a media call discussing Dacia’s financial results, Frank Marotte told Auto Express: “[Dacia is] committed to increasing our BEV share, our BEV volumes, and our contribution to the Renault Group’s CAFE (Corporate Average Fuel Economy).

“So we keep developing the model that was announced earlier this year by (ex-Renault CEO) Luca de Meo, and we will bring more news in the coming months about this. You will not have to wait for too long.”

De Meo claimed the car will be developed in just 16 months, beating the 21 months it’ll take the Renault Twingo to go from green light to production. “I defy any competitor in the world to do that, including the Chinese when they come to Europe,” de Meo said in January.

A proven toolkit is key to the new Dacia’s rapid development, as Philippe Brunet, SVP Powertrain and EV Engineering for the firm’s Ampere sub-brand, hinted while discussing the upcoming Twingo. “When we say that we are going to [develop the car] in two years, it means that it’s only possible after the vehicle is already existing,” he said.

As such, Dacia’s next EV will use a plethora of proven parts from the Renault 5 and Twingo, to ensure it can be developed quickly. Given that Dacia originally announced the new car a year ago, the Spring successor is now less than 12 months away, with a launch planned for summer 2026.

De Meo pledged that the new car will cost less than 18,000 Euros (around £15,000), and that it will “always be a true Dacia, and true value for money”, as well as “making money in the way Dacia is used to”.

FRANK MAROTTE VP, Dacia, Marketing, Sales & Operations

> **“WE KEEP DEVELOPING THE MODEL AND WE WILL BRING MORE NEWS IN THE COMING MONTHS. YOU WILL NOT HAVE TO WAIT FOR TOO LONG”**

The model is likely to be sold, at least in the short term, alongside the Spring EV – itself new to market only last year. But because the Spring is built in China, it’s subject to European tariffs on Chinese EVs, which could raise its price by up to 35 per cent.

However, the new car is unlikely to offer a generous improvement on the Spring’s 140-mile range, as Patrice Lévy-Bencheton, Dacia’s VP for product performance told us: “We do essential cars; we do only what the customer really needs.

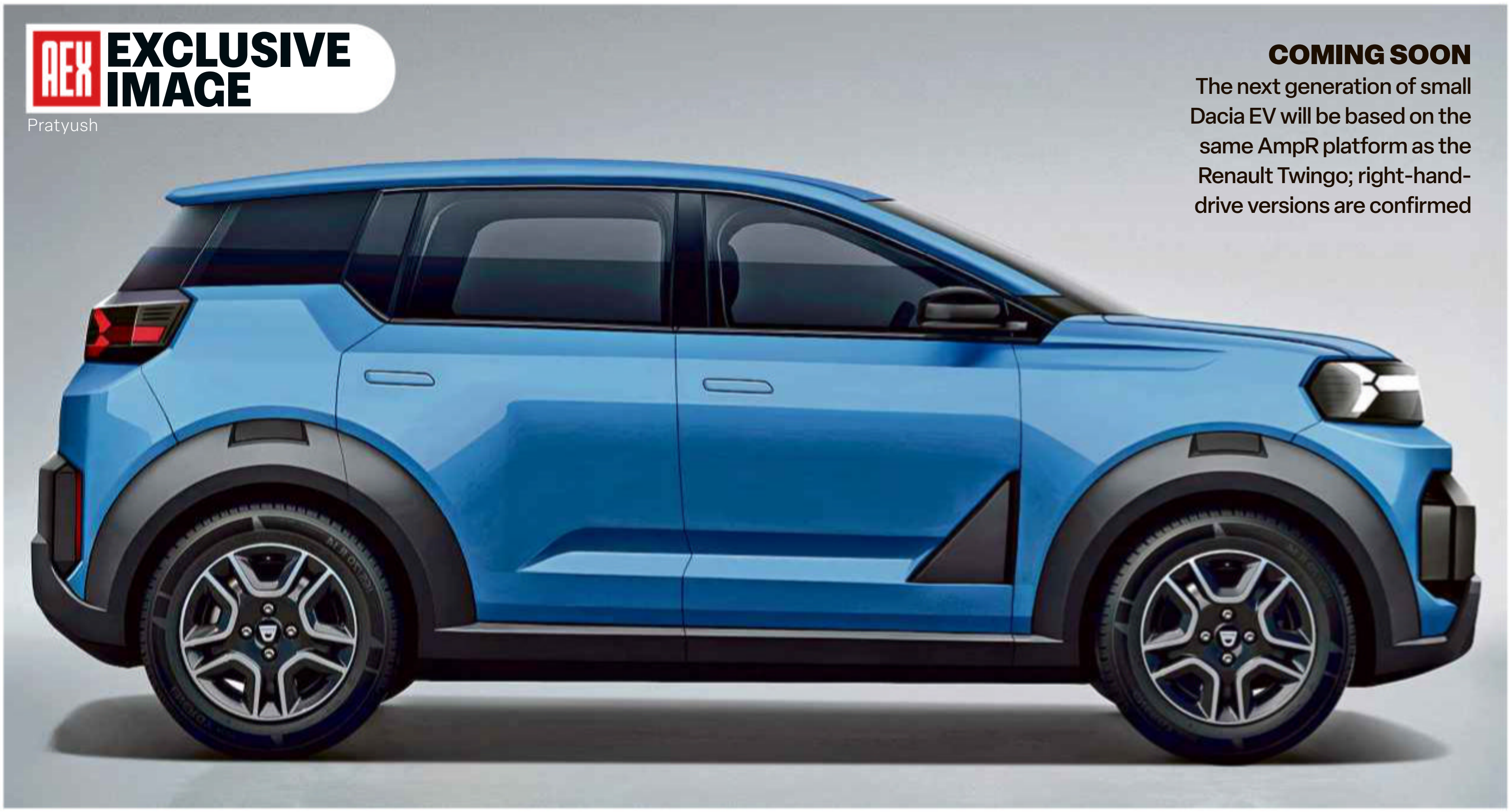
“We define our product according to what we get from the customer survey, in terms of real needs and uses. And this is, for us, the better way to stay where we are [with] the most affordable EV on the market by far.”

It’ll major on its small footprint, but with five doors and seating for four, based on the group’s AmpR platform.

PAGE 36: Spring’s range tested

EXCLUSIVE IMAGE

Pratyush



COMING SOON
The next generation of small Dacia EV will be based on the same AmpR platform as the Renault Twingo; right-hand-drive versions are confirmed

go on sale within a year

on the market’

AEX OFFICIAL
Hybrid and electric powertrains will be offered initially, with a PHEV joining them later

Citroen confirms £30k start price for C5 Aircross range

CITROEN has announced pricing for its new C5 Aircross with the company’s flagship SUV set to start from just over £30,000. The C5 Aircross will continue Citroen’s ‘multi-energy’ platform strategy, meaning it’ll be offered with both petrol hybrid and all-electric powertrains.

The C5 Aircross is Citroen’s mid-sized SUV challenger for the likes of the big-selling Nissan Qashqai, Kia Sportage and Hyundai Tucson, and comes in the three trim levels you find across the company’s line-up.

With the Hybrid 145 powertrain, the SUV starts in You! guise from £30,495, before going up to £33,135 for the mid-range Plus and £35,775 for the range-topping Max. Choosing the all-electric version of any of those trim levels will set you back an extra £3,570.

Citroen says orders are open now and the new model will start arriving in the company’s showrooms from October this year.

Inside the C5 Aircross, no matter which trim you go for, there’s a 10-inch driver’s display and a 13-inch ‘Waterfall’ portrait-oriented touchscreen in the middle of the dash. The mid-spec Plus adds a 180-degree camera and 19-inch alloys instead of the 18-inch designs that come with You! trim, while top-spec Max adds adaptive cruise control, dual-zone air-conditioning, matrix LED headlights with adaptive high beams and a 360-degree exterior camera. Only the top-spec electric e-C5 Aircross gets a heat pump as standard.

The sole petrol engine on offer is the 143bhp 1.2-litre hybrid, while the e-C5 Aircross comes with a 211bhp electric motor and a 73kWh battery that provides 323 miles of range. A 97kWh alternative will arrive soon, offering offer more power (228bhp) and a range of 423 miles, plus a plug-in hybrid will join the line-up at a later date.

> **“THE C5 AIRCROSS COMES IN THE SAME THREE TRIM LEVELS USED ACROSS THE CITROEN LINE-UP”**

Production of cheaper Model Y is believed to have begun

Tesla set to introduce new entry-level Model Y edition

TESLA’S long-rumoured cheaper car has been announced by CEO Elon Musk, but it turns out it’ll simply be a more affordable version of the hugely popular Model Y SUV.

Speaking at a Q2 investor conference, Musk replied to a question about what an upcoming new model would look like, saying, “It’s just a Model Y”. During the call, Musk also explained why a cheaper Model Y version was important for the brand. “The desire to buy the car is very high. People just don’t have enough money in their bank account to buy it,” he said. “The more affordable we can make the car the better.”

Here in the UK, the Model Y kicks off £44,990 and the Model 3 starts at £39,990 so we’d expect a cheaper Model Y variant to sit somewhere between the two.

Isuzu slaps £60k price tag on D-Max electric pick-up

ISUZU’S new D-Max all-electric pick-up will cost from £59,995 – excluding VAT. Add the 20 per cent tax and the Japanese truck will set you back more than £70,000.

If you want to upgrade from the eDL40 ‘Extended’ to the eDL40 ‘Double Cab’ variant, prices start at £60,995 (again, ex. VAT), while the flagship eV-Cross costs £62,495 ex.VAT.

The production version was revealed at the Commercial Vehicle Show in Birmingham in April, with Isuzu claiming that the truck can match the diesel model for off-road ability, towing and payload weights.

Yet its relatively small 66.9kWh battery means the D-Max EV only manages a claimed range of 163 miles.

FIRST FOR DRIVES

22 NISSAN LEAF
EV pioneer gets a total reboot

26 LAND ROVER DEFENDER TROPHY
Expedition-ready SUV rated

28 VOLVO EX30 CROSS COUNTRY
Rugged version of plug-in SUV

STYLING
IM6 marks a bold departure for MG, showing off design themes similar to Tesla's

MG IM6

Alastair Crooks

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FIRST DRIVE Dramatic move upmarket for MG shows how the brand has hidden depths

LOOKING around the new MG IM6 for the first time, you might wonder what it is. Aside from the small 'MG' script on the bootlid, you'd have no clue that this electric SUV comes from the British brand – even though the new luxury model will be sold through all of its 155 dealers.

The IM6 will allow MG to enter the all-important mid-size electric SUV segment for the first time, alongside the IM5 executive saloon.

When you consider that MG has been about lower-end, affordable cars since its rebirth under Chinese ownership, it makes sense that the IM6 and IM5 will keep their physical 'IM' logos. IM stands for 'Intelligence in Motion' and is used as a standalone brand in China and Australia.

A more practical reason is because changing the bootlid logo (which houses the boot release button) and steering wheel emblem (which would require crash testing again) would cost a lot – something emphasised by several MG representatives.

The IM6 enters the electric SUV sector in three trims. There's the Long Range at £47,995, followed by the £50,995 Performance and the £52,995 Launch Edition - which is what we're driving here. Unlike the IM5, which also comes with a smaller 75kWh battery, the IM6 gets the larger 100kWh unit as standard across the range.

An NMC (nickel, magnesium cobalt chemistry) battery and a low drag coefficient of just 0.242 Cd give the IM6 Long Range a maximum of 388 miles in single-motor, rear-wheel drive layout. You get 313 miles from the dual-motor set-up that the Performance and Launch Edition versions feature.

That's impressive compared with the MG's rivals. It beats the Skoda Enyaq's 360 miles, the Kia EV6's 361 miles and even the Tesla Model Y Long Range Rear-Wheel Drive's 387 miles. During our time with the IM6 we saw 3.2 miles per kWh which would have returned 320 miles – not bad across a mix of motorway, town, and some spirited driving.

Sitting on a new EV-dedicated 800V platform, the IM6 also offers super-fast charging. A maximum recharge rate of 396kW will see a 10 to 80 per cent top up take just 17 minutes, at the right charger. We tested the Launch Edition, with its dual-motor layout, 741bhp and 802Nm of torque. That output means it has more power than the latest Aston Martin Vantage, Ferrari Amalfi or Lamborghini Huracán. It sprints from 0-62mph in 3.5 seconds.

> **"It has more power than an Aston Martin Vantage, Ferrari Amalfi or Lamborghini Huracán"**

In a straight line the IM6's performance is breathtaking, with a big dollop of torque catapulting you off the line – there's a distant hum from the electric motors, but no augmented noise to hint at how fast you're going. The IM6's all-wheel drive system transmits its power to the Tarmac through Pirelli tyres on 21-inch wheels. The sensation of acceleration is brutal at first and doesn't waver too much at higher speeds, either.

With all that power, you'd hope the IM6 would have the dynamics and driving feel to back it up. But it's a bit of a mixed bag, refined for the UK by MG's engineers in Longbridge to help it suit our

▶

ESSENTIALS

MG IM6 Performance Launch Edition

Price: £52,995 **On sale:** Now

Powertrain: 100kWh battery, 2x e-motors

Power/torque: 741bhp/802Nm

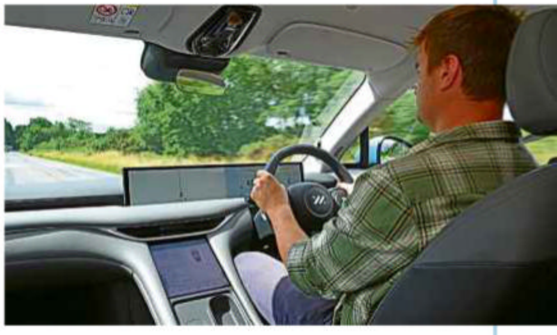
Transmission: Single-speed automatic, four-wheel drive

0-62/top speed: 3.5 seconds/148mph

Range: 313 miles

Max charging: 396kW (10-80% in 17mins)

Size (L/W/H): 4,904/1,988/1,669mm



ON THE ROAD
Performance is nothing short of phenomenal, but the steering lacks feedback and doesn't instil confidence

NEW IDENTITY
IM models are sold under a standalone brand in China and Australia, but retain the MG name in the UK despite the company's usual logo being replaced by new badges (above)

CABIN
Central touchscreen operates most of the IM6's features, while huge 26.3-inch upper display features integrated apps and smartphone mirroring

> **"The low-slung bonnet means forward visibility is wonderful, but the rear view is atrocious"**

tastes. The car has stiffer springs and firmer damping than in other markets. Our Launch Edition car, with standard-fit adaptive air suspension, gets several modes to play with – tweaking not only the damping of the suspension on the fly, but also the ride height, steering weight and throttle response.

The brake pedal feel can also be altered, though not via paddles behind the steering wheel; those are reserved for cruise control and forward automatic braking distance settings. We found the brakes to be strong overall and the regenerative braking system has been integrated smoothly.

On the move, scarred road surfaces and potholes occasionally send judders through the cabin – which is a little disappointing. Taking up the slack are seats which have inserts that look like a pack of hot cross buns, but are wonderfully cushioned, if not terribly supportive in the bends. Being an EV, the IM6 has a hushed tone while cruising; the standard-fit, double-glazed panoramic roof and double-layer glass add to refinement.

Slot the car into Sport mode and the firmness of the ride increases dramatically – something that's not always the case with heavy EVs riding on air suspension. There's alloy double-wishbone front suspension and a multi-link rear – although

INTERIOR

Material quality feels on a par with premium brands (above), which is critical to MG's move to compete alongside more upmarket rivals

none of those things turn the IM6 into a sports car. It's incredibly quick getting to a corner, but the steering is a letdown. There's little feedback and in Sport mode the weight of the wheel leaves you lacking the confidence to exploit the car's power.

Every IM6 comes with four-wheel steering, which results in a turning circle of 10.18 metres - roughly what you'd expect of most superminis. It gives the IM6 the ability to 'crab walk' sideways and it can park itself at the touch of a button in various scenarios. If you find yourself in a dead end, it can also reverse itself out, up to 100 metres.

The design of the IM6 has drawn comparisons to Aston Martin's DBX, the Porsche Macan and the Tesla Model Y, and it certainly looks sleek.

Once inside, you're met with a white or grey 'leather-style' cabin that's equally smart. The low-slung bonnet means forward visibility is wonderful, but the rear view is atrocious thanks to a tiny glass opening and one of the smallest mirrors we've ever seen. There are several rear-facing cameras that alleviate this issue somewhat, but they're no substitute for the real deal.

Up front, the dash is minimalist, with all physical buttons done away with – even the hazard warning light button is on the roof. Every other control is located within the 10.5-inch touchscreen on the centre console. Luckily, it's a big step up from the one in the MG4; there are a lot of menus, but it's easy to navigate and responsive.

There's another screen on the dash and it measures a massive 26.3 inches. It's more of a conventional dual-screen set-up, like you'd find on Kias, Hyundais and BMWs, with a dedicated display showing key graphics and a touchscreen in the middle for audio, maps and apps. We found the built-in sat-nav lacking in detail, but smartphone integration is quick and painless.

Inside, it's very airy and there's plenty of space for front and rear occupants, plus a generous 665-litre boot, and a 32-litre 'frunk' for the charging cables.

Being part of a new model line positioned above MG's current range, the IM6 needs the cabin quality to fight against high-class rivals and for the most part it's succeeded. The upholstery feels tight, the controls solid and the materials sturdy – but we're unconvinced by the crushed velvet floor mats.

Pete Gibson

PREMIUM FEATURES

New IM logo features on alloys and steering wheel, as well as bootlid. Sectioned faux-leather seats are wonderfully comfortable

VERDICT ★★★★☆

THE IM6 takes a lot of what we like about MG and uses it to position itself as a competitor in the premium mid-size electric SUV market. It's packed full of equipment, has a roomy cabin and a seriously impressive powertrain. It doesn't quite have the driver involvement to match its straight-line pace, and even with fancy adaptive air suspension, the ride feels a little fussy. Range and charging are up there with the very best, though.

Nissan Lea

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THE Nissan Leaf was once a pioneering car in the race towards electrification. It was the first mass-produced electric car, offering a relatively low-cost package in the plug-in mid-size hatchback class decades before rivals, and was a glowing testament to the brand's ambition of bringing EV motoring to the mainstream. However, the speed at which the market has advanced has made life tricky for the Leaf, so Nissan has reacted by giving us an all-new model – and this one isn't resting on its laurels.

That's because this third-generation Leaf is a totally different proposition to the one that came before. It rides on a new platform, and rather than taking the shape of a traditional VW Golf-like hatchback, now features a crossover-like fastback body. It also comes with a far more impressive range figure and a cutting-edge interior.

Nissan has yet to reveal pricing in the UK, and we'll have a more thorough drive in a few months, but for now things are looking bright for the new Leaf.

The firm didn't need to set out to build a high-performance or fun-to-drive EV, so it didn't – and this makes the Leaf feel much more in tune with its key customers: those looking for a calm, comfortable and confidence-inspiring EV driving experience.

There are two distinct models. The first option is the base 52kWh set-up that has a decent enough range figure of around 270 miles on the WLTP cycle. Nissan says this version has been created to offer customers in urban environments a good balance between range and cost, while also being more efficient thanks to its lighter battery pack.

The long-range variant has a different mandate, with motorway mileage being the key objective. As such, its battery pack is enlarged to 75kWh, giving a comparatively strong range of up to 375 miles. Nissan has also gone to great lengths to extensively test the car's high-speed range, giving us a self-verified range of almost 270 miles at an average speed of 70mph.

Nissan quotes a peak DC charging rate of 105kW for the 52kWh battery, and 150kW for the 75kWh power pack. These different speeds mean that both models are able to charge from around 20 to 80 per cent in under 30 minutes, which is pretty much the average for this class.

While the range figures are more impressive than for the previous Nissan Leaf models, the new car arrives at a time when rivals are also upping their game, so they're far from class-leading.

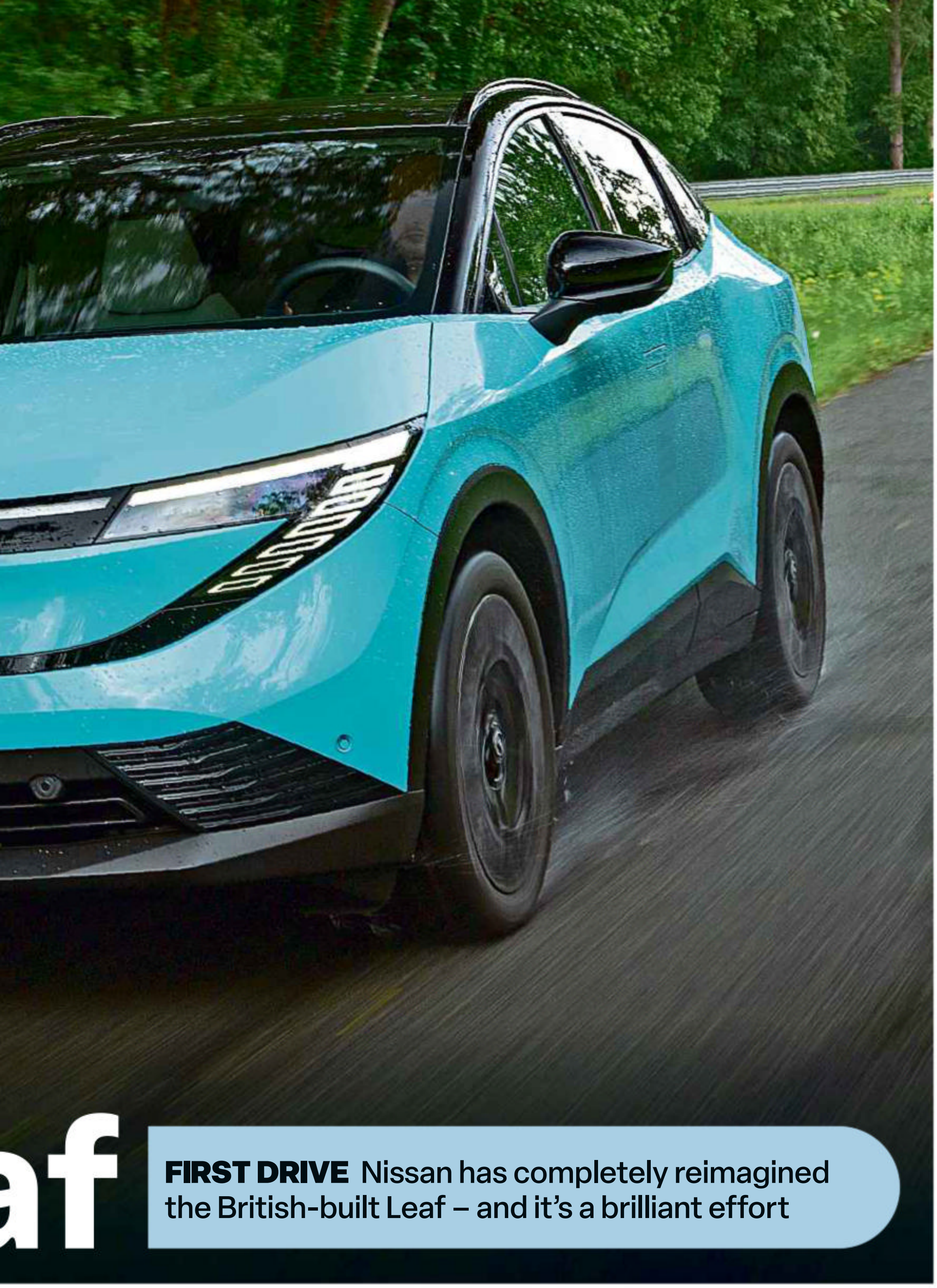
Top-spec versions of direct competitors, like the VW ID.3 or Kia EV3 are capable of similar ranges in

"Ride quality is impressive – it makes soft and cosseting progress without feeling too firm"

ON THE ROAD
Performance feels eager enough, but the real stand-out is the smoothness of the Leaf's power delivery

ESSENTIALS
Nissan Leaf 75kWh

Price: £35,000-£40,000 **On sale:** late 2025
Powertrain: 75kWh battery, 1x e-motor
Power/torque: 214bhp/335Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 7.6 seconds/100mph
Range: 375 miles
Max charging: 150kW, 20-80% in 30 mins
Size (L/W/H): 4,404/1,811/1,557mm



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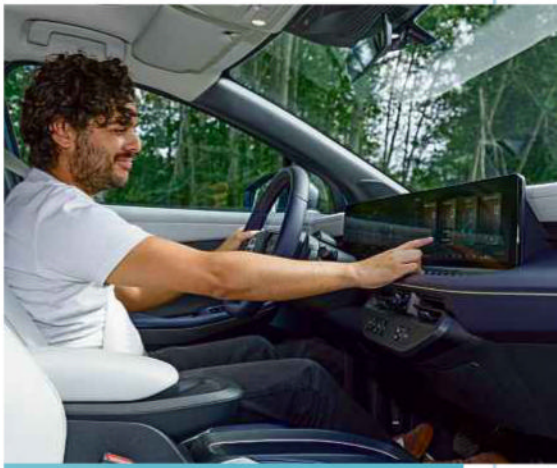
FIRST DRIVE Nissan has completely reimagined the British-built Leaf – and it's a brilliant effort



CHARGING
52kWh battery has a maximum DC charge rate of 105kW, whereas larger 75kWh pack will accept 150kW. Both top up from 20-80 per cent in 30 minutes

COMFORT
One area where the Leaf really shines is the balance between its ride and handing

the high 300-mile region, but are offered with greater variety in terms of battery sizes.

Nissan quotes a 0-62mph time of 7.6 seconds for the 75kWh model and that feels about right in the real world. With 215bhp and a hefty battery pack, the Leaf wasn't likely to be a surprise hot-rod, but it gives the model enough performance to never feel like it's struggling to keep up with traffic. Top speed, meanwhile, is limited to 100mph.

Outright performance from our 75kWh model is more than enough in day-to-day driving, but more impressive are the throttle calibration and smoothness. There's nothing jerky or too urgent about the front-mounted e-motor's acceleration, which will smoothly apply power without a chirp from the tyres, even in Sport mode.

The ride quality is even more impressive – the Leaf makes soft and cosseting progress without ever feeling too firm, or as though it doesn't have enough suspension travel to deal with big bumps. By comparison, an ID.3 feels a little bouncy; a Kia EV3 feels more connected to the road, but lacks the polish and bump isolation that the Leaf offers.

Overall refinement is also excellent. There are good levels of sound deadening from road roar and very little wind noise, with the exception of the wing mirror's tendency to whip up a bit of a racket.

Over really rough Belgian pavé, the Leaf's body remained free of creaks and rattles, making the whole car feel secure. We only spent a short amount of time at motorway speeds, but the Leaf seemed stable and confidence-inspiring, although hard cornering did see it develop a fair bit of body roll, as you'd expect from a car with such a plush ride.

At just over 4.4m long, the Leaf is only slightly longer than rivals like the VW ID.3 and Kia EV3. In

▶

CABIN DESIGN

There's nothing groundbreaking about the Leaf's dual-screen dashboard interface, but key features are easy to access and it's intuitively laid out

fact, it looks quite a bit larger in pictures than it actually is – quite a rare thing for modern EVs, which usually create the opposite effect.

This makes it ideal for town driving, but the sloping roofline does create a few compromises in terms of luggage space compared with boxier rivals. This is most evident in the boot – although the space below the parcel shelf is a competitive 437 litres, the tailgate glass can get in the way if you need to fit bulkier items inside, such as a chest of drawers or a domestic appliance.

In terms of interior design, Nissan has opted for a practical, efficient and technology-led look in this new model, leaving superfluous design elements off the table. While it probably won't win any awards for car interiors, it is quick and easy to figure out, even with the large touchscreens and a relative lack of physical controls.

Crucially, the key elements are intuitive from the outset, including a physical volume knob for the sound system, physical buttons on the steering wheel and a few major climate and infotainment controls that are separated from the main displays to allow quick access. However, some of these are in the form of touch-sensitive panels rather than buttons, which some might find irritating.

The driving position is higher than in the outgoing model, ensuring that the top edge of the display screens doesn't sit higher than the base of the windscreen. This is good for outward visibility, especially up front, while rear vision is better than in some rivals, which rely on cameras.

All Nissan Leafs, aside from the entry-level Engage model, feature a pair of 14-inch screens, both fitted with a substantially refreshed user interface underpinned by Google software, developed from that used by sister brand Renault. This is excellent news for users, because the embedded navigation system uses the huge dataset available through the tech giant's Google Maps app. Dynamic traffic conditions, parking and places of interest are all featured without having to sync your smartphone.

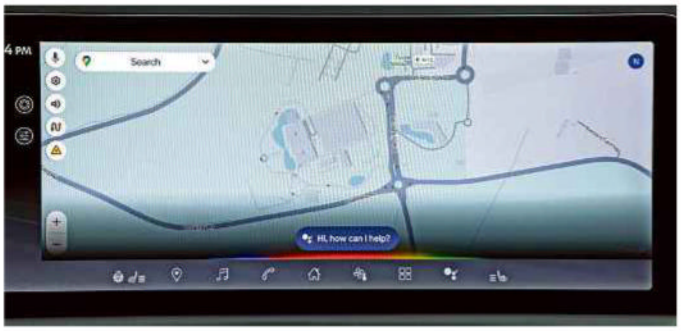
Charging locations are also included and, thanks to over-the-air updates, this information is constantly improved to keep the system up to date as the rapidly expanding infrastructure develops.

The navigation tech is capable of intelligent route planning, taking into account things such as the ambient temperature, inclines and even the efficiency of different public charging networks in different countries, to estimate accurate journey times. This will be especially useful for European road trips. The system is also able to update the route planner depending on traffic conditions, and will even re-route you to a different charging station if all the chargepoints are taken at your next planned stop. The maps are also able to be viewed on the driver's display, leaving the main screen free for other media or phone calls.

"It will re-route you to a different station if all the chargepoints are taken at your next planned stop"

Functionality across the rest of the infotainment system is also impressive, with clear and simple menu structures, big, easily visible icons and quick responses. The 'home' screen is configurable to show the information of your choice, and even comes with different themes, including one that adjusts according to the time of day.

Apple CarPlay and Android Auto are standard, alongside wireless smartphone charging, but with the latest generation of software, we've now reached a point where the embedded system is more than good enough for owners not to need



INTERIOR
Cabin is spacious both front and rear, while thoughtful features include twin USB-C ports, wireless charging and an excellent Google-powered infotainment system

DAB
BBC Radio1
Electric Vehicle
25 %
128 km

> “Functionality across the infotainment system is impressive, with clear and simple menu structures”

NISSAN
LEAF
LEAF

phone-mirroring systems or to rely on their own data allowance to operate them.

Although Nissan is yet to release pricing, it says the Leaf will be comparable with key rivals. These include the aforementioned VW and Kia, as well as the Hyundai Kona Electric. If Nissan can get this right, the Leaf will be in a great place when sales start towards the end of this year.

VERDICT ★★★★½

NISSAN’S headstart in EV engineering has been met by rivals, both established and new, but the new Leaf is proof that the company still has a lot to offer. It’s a comfortable, refined, advanced and sensible car. If it’s priced well, this could well be one of the big surprises of the year – which is brilliant news considering it’s built right here in Britain.

LOAD SPACE
While the dimensions of the luggage bay are class-competitive on paper, with 437 litres up to the parcel shelf, the low roofline and rear screen limit usability

DRIVING
Trophy is supremely capable off road, but all-terrain rubber can be quite noisy on asphalt

“Our drive showed the Tro
light. There’s little that it

Land Rover Defender Trophy

FIRST DRIVE New special-edit
to its rugged heritage, but with

Richard Ingram

Richard.Ingram@autoexpress.co.uk

LAND Rover is no stranger to a special edition. You only need to have scanned the news pages of Auto Express over the past few weeks to know that; from the premium Discovery Tempest to the stealthy Range Rover Black, almost every model in the range has been gifted additional variants to boost its popularity in 2025.

The Defender is no exception. At the end of May, the firm announced a series of model-year changes applicable to all models, as well as a Trophy Edition inspired by the 4x4s that competed in the famous Camel Trophy between 1980 and 2000.

Those model-year changes include a subtle tweak to the Defender’s daytime running-light signature, brighter LEDs to the rear that also now fit flush with the body (and are therefore easier to clean), plus reprofiled bumpers and ‘Defender’ branding for the wheel centre caps.

On top of this, Trophy cars get the option of exclusive Deep Sandglow Yellow paint, plus, for £4,500 extra, a matte protective film for some, but not all, of the body panels. They also feature the firm’s new 20-inch ‘Style 9013’ gloss-black alloy wheels wrapped in all-terrain tyres, inspired by the smaller steel wheels available elsewhere in the range. Trophy-branded tread plates, decals and body-coloured dash inserts add to the look.

Land Rover also offers a curated accessories package that includes a roof rack, fold-down ladder, externally mounted ‘gear carriers’, mud flaps and a snorkel. It’s not cheap at £4,995, but that’s in the context of an £80k-plus go-anywhere family hauler.

The off-road route that dominated our test drive showed the Trophy in a strong light. While it’s not as soft or controlled as the range-topping Defender Octa with its ‘6D’ hydraulic interlinked dampers and height-adjustable air springs, there’s little the Trophy won’t make light work of. The myriad drive modes are simple to access via the now standard-fit 13.1-inch touchscreen, with the Mud Ruts setting

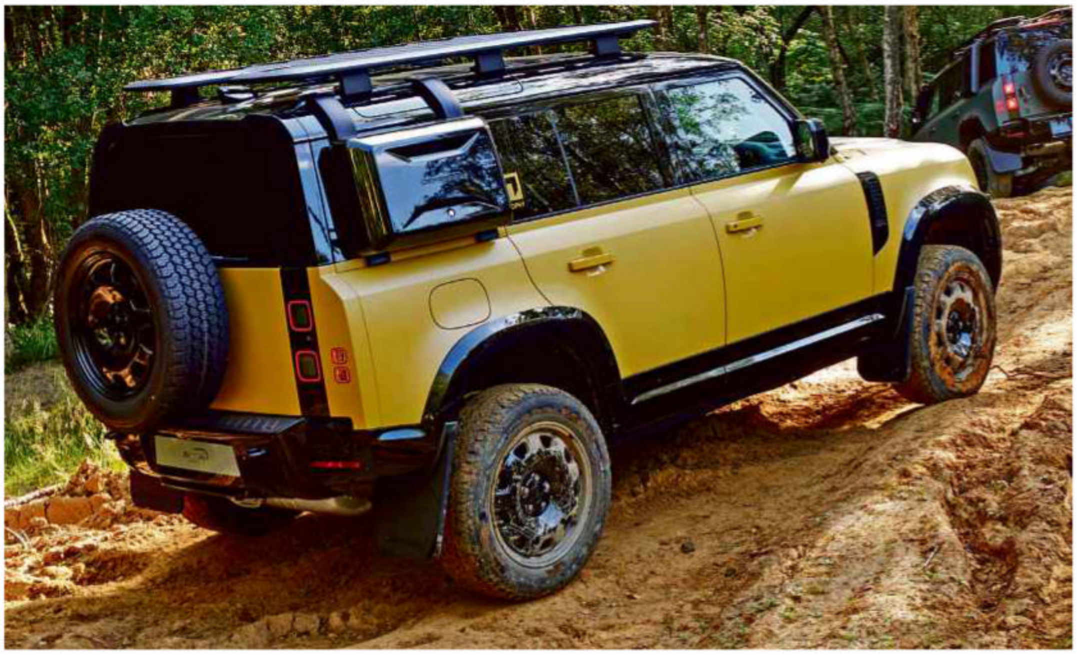
ESSENTIALS

Land Rover Defender Trophy Edition D350

Price: £84,815
On sale: Now
Powertrain: 3.0-litre six-cylinder diesel MHEV
Power/torque: 345bhp/700Nm
Transmission: Eight-speed automatic, four-wheel drive
0-62mph/top speed: 6.4 seconds/119mph
Economy/CO2: 31.2mpg/237g/km
Size (L/W/H): 4,758/2,008/1,967mm

phy in a particularly strong
won't make short work of”

ion luxury off-roader harks back
thoroughly modern abilities



TWEAKS Trophy features unique ‘Sandglow’ paint and a matte finish on some of its panels, plus new alloy wheels, while the interior is largely unchanged, but also has some body-coloured highlights

engaging the car’s low-range gearbox and automatically activating the excellent hill-descent control. Lifting your feet from the pedals and allowing the car to safely traverse a steep slope will never feel totally natural, but the precision it displays gives you great confidence.

Our car was fitted with the mud flaps found on that optional accessories package, which we found to occasionally scrape along the ground on approach to particularly treacherous terrain. It sounded like we’d breached the car’s generous breakover angles, so unpleasant was the sound; we’d avoid ticking this option box if you regularly plan to take your Defender off the beaten track. Besides, all Land Rovers look better with a layer of countryside-created muck up the side.

But given that the changes are aesthetic only, the driving experience remains close to that of a standard Defender. The mild-hybrid, twin-turbo D350 diesel engine is a strong performer, so A-road overtakes are as easy as 45-degree climbs on loose rock. It’s quiet, relatively economical (Land Rover claims up to 31.2mpg), and with a huge 89-litre fuel tank, is capable of long journeys at the drop of a hat. The Trophy is also available in P300e plug-in hybrid guise, which offers roughly 29 miles of electric range.

If on-road refinement is a priority for you, we’d suggest opting for the all-season – as opposed to all-terrain – tyres, which are a no-cost option. Doing so should also help reduce road noise and boost fuel consumption – to the detriment of some off-road ability, of course.

Elsewhere, the Trophy feels built to withstand the rigours of family life, without sacrificing the quality and luxury you expect at this price. There’s loads of room in the back, and even with the roof rack fitted, the panoramic roof, small skylights and large all-round glasshouse make the car feel airy and spacious. The Land Rover’s boot is massive – despite the fact the Trophy is only available in the middling 110-length bodystyle.

VERDICT ★★★★☆

THE appeal of the Trophy is almost entirely subjective. If you like the Sandglow paint and gloss-black details, or have a particular affinity to the old Trophy event, then you’ve got a unique-looking Defender. Yet many will see the benefit in saving the best part of £20k by opting for a less polarising but just as capable take on the venerable 4x4 – and with a broader paint palette to boot.

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

Volvo EX30 C

FIRST DRIVE The Cross Country name appears on a Volvo EV for the first time. We get to grips with the jacked-up 4x4

THE Volvo EX30 might be the smallest car the Swedish marque makes, but we think it's the company's best work – as evidenced by the EV picking up the Best Small Premium SUV title at the 2025 Auto Express New Car Awards. Aiming to add another string to the model's bow, Volvo has launched a new range-topping Cross Country variant.

It's 25 years since the firm introduced the Cross Country badge to its line-up, with the V70 XC. Following an absence in the UK, Volvo has revived the badge, and the EX30 marks the first time the Cross Country name has featured on an EV. Aiming to honour its tradition, Volvo says the EX30 Cross Country has been "engineered for tackling rougher surfaces". To back up this claim, the car comes with several tweaks to promote its off-road ability.

The production car is indistinguishable from the prototype that was revealed alongside the EX30 in 2023. There's black panelling front and rear – made up of a tough foil over the painted surface – plus matt-black plastic wheelarch extensions and a plastic front skid plate. You can also customise the car with accessories that include a Volvo-branded roof rack, mud flaps and an electric towbar.

There are no changes to the interior. As with the regular EX30, the 12.3-inch portrait-orientated touchscreen dominates the dash, but feedback from EX30 owners has made Volvo improve the 360-degree camera so that it works without the car going into gear. It has also introduced extra voice-command functionality and Apple CarPlay. The cabin is offered in two colour combinations: Pine features Volvo's wool and Nordico upholstery, while Indigo is made of recycled denim material for a dark blue and purple colour scheme.

Priced at £47,060, the EX30 Cross Country is based on the £44,860 Twin Motor Ultra. As with the standard Twin Motor, it has 422bhp and 543Nm of torque, and although the Cross Country is 0.1 seconds slower from 0-62mph due to the rugged tweaks, it still completes the sprint in 3.7 seconds.

There's also the same 69kWh (64kWh usable) battery, but if the optional off-road tyres are fitted, the range is reduced to around 230 miles from a charge. You'll get a claimed 264 miles with the standard tyres, according to Volvo.

The benefit of the EX30 Cross Country over the regular Twin Motor is that Volvo has made the former slightly more capable off road. The ride height is raised by 19mm – made up of 12mm from a fresh chassis set-up, and 7mm from some new wheels. These are 19 inches as standard; the aforementioned off-road tyres sit on 18-inch rims. The EX30 Cross Country also gets new wing mirrors due to the difference in driving position.

The steering, five-link rear suspension, spring rate and damping have also been adjusted to a softer setting to deliver a "relaxed and comfortable driving experience". There's a hill-descent control mode, but this is available on the standard EX30, too.

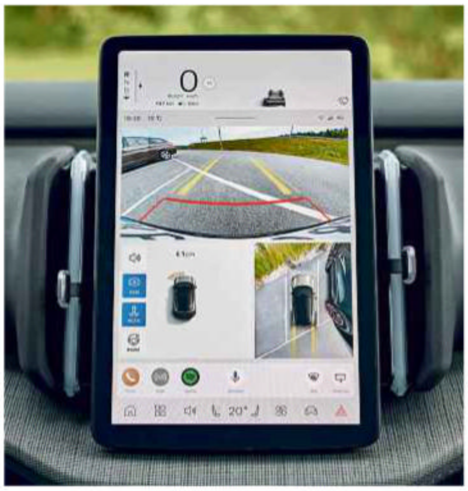
When we first drove the EX30 Cross Country, we tried it in snowy and icy conditions on a frozen lake using studded tyres, where the vehicle gave a good account of itself. The car made light work of some small snow banks, but its snow tyres should take the credit for our positive off-road experience. Our only gripe was that the electronic stability control is never truly off, taking power away from both axles if there's an excessive steering angle or tyre slip.

Now we've tried the Cross Country with summer tyres on the road. The EX30's keen driving dynamics are just as apparent on the flagship version, with steering that's quick if a little uncommunicative, and stonking straight-line pace – at least until the motors ease off at high speed. There's generous levels of grip, but a slightly increased body roll compared with the regular car, thanks to that lifted

ESSENTIALS

Volvo EX30 Cross Country

Price: £47,060 **On sale:** Now
Powertrain: 64kWh battery, 2x e-motors
Power/torque: 422bhp/543Nm
Transmission: Single-speed automatic, four-wheel drive
0-62/top speed: 3.7 seconds/112mph
Range: 264 miles
Max. charging: 153kW (20-80% in 28 minutes)
Size (L/W/H): 4,233/1,567/1,837mm



Cross Country

ON THE ROAD
Acceleration is brisk, but a softer suspension set-up means more body roll than in the regular model

"The benefit of the EX30 Cross Country over the regular Twin Motor is that Volvo has made the former slightly more capable off road"

FEATURES
Pine (top left) is one of two cabin finishes; a panoramic sunroof (middle) is standard; boot capacity (left) is 318 litres with the rear seats up

suspension; push hard and you'll find the front breaking away without much fuss.

The driving modes are embedded within a few menu layers in the infotainment. While there's no obvious 'Sport' or 'Normal' options to pick from, you can change the steering feel via three settings, although we found them all rather light. There's also a one-pedal drive mode that increases the brake regeneration – and does so quite smoothly.

Volvo expects the Cross Country to make up less than 10 per cent of total UK EX30 sales, yet we've been told that shouldn't deter the firm from making more Cross Country cars. But we'd like them to have a more distinct off-road character – something the EX30 Cross Country is a little short of.

DESIGN
Volvo has given the Cross Country traditional off-roader features, such as black plastic cladding and a ride height raised by 19mm

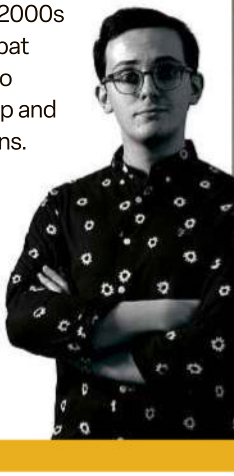
VERDICT ★★★⯪☆

THE EX30 Cross Country really is a niche offering and while it's not designed to be a big seller for Volvo, we couldn't help feeling disappointed by the fairly mundane tweaks made to the standard car to create this off-road electric SUV. There's plenty here to make us excited to see what the future holds for the Cross Country sub-brand, however.

MURCIELAGO SUPER VELOCE

Price new: £265,937 **Price now:** £800,000 **Engine:** 6.5-litre V12
Transmission: Six-speed manual, four-wheel drive
Power/torque: 661bhp/660Nm
0-62mph: 3.2 seconds **Top speed:** 212mph (209mph with aero kit)

> "THERE WERE CONCERNS THAT AUDI'S BUYOUT OF LAMBO MIGHT TAME THE BONKERS NATURE OF THE SUPERCAR MAKER. THANKFULLY, THE MURCIELAGO ARRIVED TO QUELL SUCH UNEASE"



THERE were concerns that Audi's buyout of Lamborghini might tame the bonkers nature of the supercar maker. Thankfully, the Murcielago arrived in the early 2000s to quell such unease, with its V12, deployable bat wings and signature Lambo scissor doors to go alongside the sensible four-wheel-drive set-up and superior build quality brought in by the Germans.

But even more deranged was 2009's Super Veloce variant. The engine displacement had already recently been enlarged from 6.2 to 6.5 litres for the refreshed LP 640 version, but the SV edition went further with new exhaust and intake systems, plus improved valve timing to boost power to 661bhp and a top speed of 212mph. **TOM JERVIS**

AEX TEAM PICKS

OUR BEST EVE

From the Miura, to the Countach and 'Rambo Lambo', we name our favourite model

GALLARDO LP550-2 BALBONI

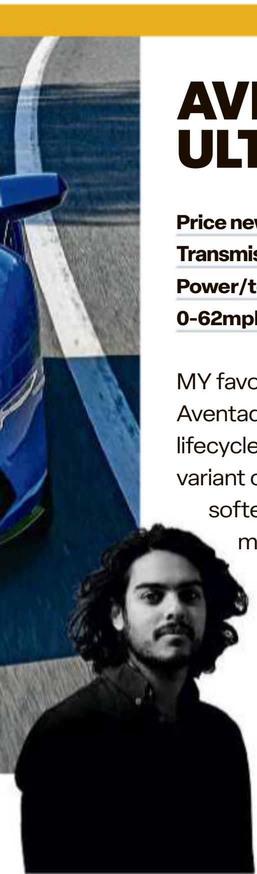
Price new: £137,900 **Price now:** £200,000 **Engine:** 5.2-litre V10
Transmission: Six-speed manual, rear-wheel drive **Power/torque:** 542bhp/540Nm
0-62mph: 3.9 seconds **Top speed:** 199mph

I FELL in love with the Lamborghini Gallardo the moment I set eyes on it at the Goodwood Festival of Speed back in 2003. The car evolved throughout its life, with a drop-top Spyder, various power hikes, special editions and a facelift.

But to me, the LP550-2 Balboni is peak Gallardo. It swapped the standard car's 4WD layout and sent all 542bhp to the rear axle. It had a redeveloped limited-slip differential, and kept that all-important gated manual gearbox. **RICHARD INGRAM**

R LAMBORGHINIS

s to roll out of Sant'Agatta Bolognese



AVENTADOR ULTIMAE

Price new: £324,000 **Price now:** £450,000 **Engine:** 6.5-litre V12
Transmission: Seven-speed semi-automatic, four-wheel drive
Power/torque: 769bhp/720Nm
0-62mph: 2.8 seconds **Top speed:** 220mph

MY favourite Lamborghini is one of the lesser-known Aventador specials that was released at the end of its lifecycle. The Ultimae combined the savage 769bhp variant of the 6.5-litre V12 engine from the SVJ with a softer chassis set-up. This created, to my mind, the most engaging V12 Lamborghini of its generation.

It also had suspension and chassis tech that made the most of its powertrain, such as rear-wheel steering and active fluid-filled dampers. But in reality it was all about the engine.

I was lucky to get behind the wheel of this special car and it was one of the most visceral and exciting drives of my career. **JORDAN KATSIANIS**

SESTO ELEMENTO

Price new: £1.95million **Price now:** £2million **Engine:** 5.2-litre V10
Transmission: Six-speed automated manual, four-wheel drive
Power/torque: 562bhp/540Nm **0-62mph:** 2.5 seconds **Top speed:** 221mph

TOO unhinged to be let loose on public roads, the Lamborghini Sesto Elemento looked like the result of a night of debauchery between a B-2 stealth bomber and a GT3 race car. Almost every part was made using carbon fibre, including the suspension.

It weighs less than a Vauxhall Corsa, and the 562bhp V10 and all-wheel drive means 0-62mph takes 2.5 seconds. But more than just sheer speed, the fanatical pursuit of lightness delivered an incredibly raw driving experience and astonishing handling abilities. **ELLIS HYDE**

MIURA P400

Price new: £20,000(est) **Price now:** £2.2 million - £4 million **Engine:** 3.9-litre V12 **Transmission:** Five-speed manual, rear-wheel drive
Power/torque: 350bhp/378Nm **0-62mph:** 6.7 seconds **Top speed:** 170mph

PICTURE the scene: a bright-orange Lamborghini Miura gliding through the Italian Alps, the V12 symphony humming, with Matt Monro's 'On Days Like These' in the background. The opening of The Italian Job is one of the most memorable film intros ever, but the Miura didn't need Hollywood to be iconic. It was the first true 'supercar', with that word coined for the car by journalists when it was released.

The Miura is low, mid-engined and powered by a glorious 3.9-litre V12; that racing-inspired layout changed how the fastest supercars were built. Designed by Bertone's Marcello Gandini, it looked like a concept brought to life. The Miura stood out, and even after 50 years, the original supercar still does. **GEORGE ARMITAGE**

DIABLO VT

Price new: £155,000 **Price now:** £300,000-plus
Engine: 5.7-litre V12 **Transmission** Five-speed manual, rear-wheel drive **Power/torque:** 485bhp/580Nm
0-62mph: 4.5 seconds **Top speed:** 202mph

FOR a certain generation of car fans – this writer included – the Diablo is the ultimate Lamborghini. In the nineties, it was the poster car to top all others. Marcelo Gandini has a staggering back catalogue, but few of his designs managed to mix drama and beauty quite as seamlessly.

Contemporary road tests spoke of a car that was very much of a time before supercars became easy to use every day. The clutch needed a bodybuilder's left leg to operate and early models didn't have power steering. But all is forgiven and forgotten the second you hear the noise of that 5.7-litre V12 – and all the more when you just stand back and look at it. **ALEX INGRAM**

400 GT

Price new: £6,000 **Price now:** £500,000
Engine: 4.0-litre V12 **Transmission:** Five-speed manual, rear-wheel drive **Power/torque:** 320bhp/374Nm
0-62mph: 6.8 seconds **Top speed:** 168mph

ALTHOUGH I drove a Miura the very same day, nothing could eclipse the experience of trying a Lamborghini 400 GT. Based on marque's first car, the 350 GT from 1964, the 400 GT arrived in 1966 with several key upgrades that really helped Ferrucio Lamborghini cement his status in the automotive world as a genuine threat to Ferrari.

It's powered by a V12 developed by Bizzarrini, the same one still fitted to the Murcielago 50 years later. In the 400 GT, it's a 320bhp, 4.0-litre unit for a 6.8-second 0-62mph time. The Miura arrived in same year and topped out at 171mph, but the 400 GT was just 3mph shy. **ALASTAIR CROOKS**

COUNTACH LP 5000QV

Price new: £91,000 **Price now:** £750,000
Engine: 5.2-litre V12 **Transmission:** Five-speed manual, rear-wheel drive **Power/torque:** 414bhp/500Nm
0-62mph: 4.8 seconds **Top speed:** 185mph

DESPITE being revealed in 1971 and launching in the mid-seventies as a replacement for the Miura, the Countach is an eighties' icon. Earlier versions of the Bertone-styled supercar were cleaner, but there's something about the optional rear wing and additional bodywork that makes it such a stunning brute.

It transformed a sleek supercar into a head-turning bruiser that couldn't be ignored. Almost 2,000 Countachs were built, while its enduring popularity explains why used prices sit in excess of half a million pounds today. **PAUL BARKER**

"THE LAMBORGHINI HURACAN STERRATO IS BEST IN DIRT, WHERE IT'S A COMPLETE HOOLIGAN. YET IT'S AN EASY CAR TO POTTER AROUND TOWN IN, TOO"

HURACAN STERRATO

Price new: £233,000 **Price now:** £227,000

Engine: 5.2-litre V10 **Transmission:** Seven-speed dual-clutch auto, four-wheel drive **Power/torque:** 602bhp/560Nm

0-62mph: 3.4 seconds **Top speed:** 160mph

WE should probably have seen it coming from a brand with a proud history of all-wheel-drive supercars, which had launched the Urus SUV in 2018 and that started out selling tractors, but in 2023 the Lamborghini Huracán Sterrato was still a bit of a shock. Limited to 1,499 units, the Sterrato ('dirt road' in Italian), was part of the firm's 60th anniversary celebrations. It amounts to an off-road version of the Huracán supercar.

This was a properly resolved performance car, incorporating learnings from the Urus's development and serving as a swansong for the Huracán and its V10 engine. Its 602bhp output was enough for 0-62mph in 3.4 seconds on the road, but the Sterrato is best in dirt, where it's a complete hooligan. Yet it's an easy car to potter around town in, too. **STEVE WALKER**

LM002

Price new: £100,000 **Price now:** £350,000 **Engine:** 5.2-litre V12 (or optional 7.2-litre V12)

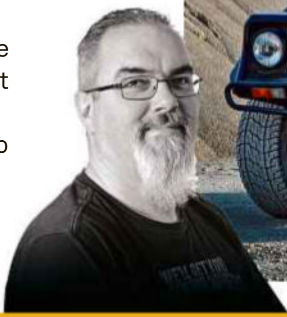
Transmission: Five-speed manual, four-wheel drive **Power/torque:** 449bhp/500Nm

0-62mph: 7.7 seconds **Top speed:** 118mph

ARGUABLY bridging the gap between Lamborghini's supercars and its tractors, the LM002 was the by-product of an attempt to win a lucrative contract with the US Army for an off-road attack vehicle.

The straight edges and flat panels of the original Cheetah prototype helped define the LM002's look, but rather than a rear-mounted Chrysler V8, the production car had the same V12 as the Countach QV mounted in the nose. It packed the same 449bhp as the QV, but with a permanent 4x4 system and a 2.7-tonne kerbweight, its 0-62mph time of 7.7 seconds and top speed of 118mph were far more sedate.

It made up for that with its presence, and it wasn't nicknamed the Rambo Lambo for no reason. **DEAN GIBSON**



"THE LM002 WAS THE BY-PRODUCT OF AN ATTEMPT TO WIN A LUCRATIVE CONTRACT WITH THE US ARMY FOR AN OFF-ROAD ATTACK VEHICLE"

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THE TRUTH ABOUT ELECTRIC CARS

We take a deep dive into the reality of life with an EV today

33-PAGE INVESTIGATION

ARE ELECTRIC CAR CLAIMS TRUE?

Phil McNamara

Phil.McNamara@autoexpress.co.uk

THE Government has made sure that EVs are back in the headlines with its plan to help push sales through a new grant, but it's a sector that's already got lots going on.

In a special deep dive into electric-land, we've gathered six of the UK's cheapest EVs and driven them as far as a full charge will allow, to see both how far that is, and what they are like to spend that amount of time in.

Charging speed is another big deal that will only get bigger as more people experience EVs, so we took 10 to Gridserve's maiden hub to uncover the secrets behind how EVs rapid-charge.

We've also looked through our big bag of scoops to reveal the 10 most exciting EVs coming over the horizon.

36 WE DRIVE SIX EVs UNTIL THEY DIE

Britain's cheapest EVs taken to their limits. Just how far can you go on a budget?

50 RAPID CHARGING – THE TRUTH

Ten of the latest EVs plug in to see if they really charge as quickly as their makers claim

64 TOP 10 NEW EVs COMING SOON

There's a flood of new cars on their way to the UK – and these are the most exciting

AFFORDABLE ELECTRIC CARS DRIVEN UNTIL THEY DIE

Five EVs under £24k have joined Dacia's Spring on the UK market. How far can you go on a budget? We find out

LA25 YLT
HV25 XOS

AUTO EXPRESS

THE TRUTH ABOUT EVs... RANGE

NA74 X
GW-8
BU74 XJN

OPEN TO DEBATE Our testers ponder our half-dozen affordable electric cars, before putting them through their paces

WHAT WE CHOSE TO TEST AND WHY...

Rapid Charging
Parking For Electric Vehicle Charging Only
LA25 YLT
Osprey

BYD Dolphin Surf Comfort

Price: £23,950
Powertrain: 43.2kWh battery, 1x e-motor
Power/torque: 154bhp/180Nm
WLTP range: 200 miles
0-62/top speed: 9.1 seconds/93mph
Size (L/W/H): 3,990/1,720/1,590mm

Dacia Spring Extreme 65

Price: £16,995
Powertrain: 26.8kWh battery, 1x e-motor
Power/torque: 64bhp/113Nm
WLTP range: 142 miles
0-62/top speed: 13.7 seconds/78mph
Size (L/W/H): 3,701/1,583/1,519mm

FIAT
GW-866VM
Osprey

Fiat Grande Panda La Prima

Price: £24,000
Powertrain: 44kWh battery, 1x e-motor
Power/torque: 111bhp/122Nm
WLTP range: 199 miles
0-62/top speed: 11.0 seconds/82mph
Size (L/W/H): 3,999/1,763/1,629mm

Alex Ingram
Alex.Ingram@autoexpress.co.uk

ANOTHER torrential summer rainstorm sweeps across the motorway, making the BYD Dolphin Surf's wipers swipe from side to side like a feverish Tinder user. The back one would be doing the same but, annoyingly, the Dolphin Surf doesn't have one.

I'd quite like to get home, which Google Maps tells me is 39 miles away. The thing is, the Surf's trip computer tells me I have only 37 miles until the battery is dead. Great.

Welcome to our range test of the six cheapest electric cars on the market, three from European brands, two from Chinese ones and a Hyundai from Korea. We're driving them until their digital displays flash up zero battery remaining, to prove how far you can actually go in these budget babies, and how they behave when driven to the point of no return.

Not so long ago these tiny cars were strung out across the M1's lanes like jelly beans spilling across a sweet shop's counter. There's the bright green car of the moment, the Renault 5, the radiant yellow BYD and Fiat Grande Panda glowing like the intermittent sun, the dark Hyundai Inster (probably blackcurrant flavour), murky blue Dacia Spring and white Leapmotor T03, the result of a joint venture between Stellantis and China's Zhejiang Leapmotor.

One by one they've headed back to base to recharge, leaving me alone in the rain and praying I can make it to the kerbside charger just around the corner from my home. Especially in this rain.

Ten hours ago, the BYD was hooked up to Osprey chargers in a Bedford roll call of the six cheapest electric cars on the UK market. Truth be told, the Citroen e-C3 would sneak into the top six but given that it's mechanically identical to its Fiat sister car, we've switched it for the Hyundai Inster, which starts at £23,505. Our cheapest EV is the Dacia Spring, which costs from £14,995 in the UK.

Affordability is – along with the unreliable charging network, despite charging app Zap-Map saying the UK has 82,000 plugs to choose from – the biggest issue holding back the electric revolution. But all of these six cars, bar the Chinese-built Dacia – have entered the UK market in 2025, giving budget-conscious buyers unprecedented choice. It's an issue that's demanded Government action: within days of our test it announced a fund offering discounts of up to £3,750. But it's unlikely any Asian-built cars will qualify on environmental grounds. At present you can get £1,500 off the T03's £15,995 list price as part of Leapmotor's reaction to the Government's electric car grant.

And it's in one of them – the Hyundai Inster – that I start the day. The company's design team is on a

> **"I'D QUITE LIKE TO GET HOME, WHICH GOOGLE TELLS ME IS 39 MILES AWAY. THE THING IS, THE SURF'S TRIP COMPUTER TELLS ME THAT I HAVE ONLY 37 MILES UNTIL THE BATTERY IS DEAD. GREAT"**

ON THE ROAD
We drove our small EVs on a range of roads to test their overall efficiency

Pictures Mat Vosper

Electric Vehicle Rapid Charging
Parking For Electric Vehicle Charging Only

Hyundai Inster 02

Price: £26,755
Powertrain: 49kWh battery, 1x e-motor
Power/torque: 113bhp/147Nm
WLTP range: 229 miles
0-62/top speed: 10.6 seconds/93mph
Size (L/W/H): 3,825/1,610/1,575mm

Electric Vehicle Rapid Charging
Parking For Electric Vehicle Charging Only
BU74 XJN

Leapmotor T03

Price: £15,995
Powertrain: 37.3kWh battery, 1x e-motor
Power/torque: 94bhp/158Nm
WLTP range: 165 miles
0-62/top speed: 12.7 seconds/81mph
Size (L/W/H): 3,620/1,652/1,577mm

Osprey
Electric Vehicle Rapid Charging
Parking For Electric Vehicle Charging Only
HV25 XOS

Renault 5 E-Tech Evolution 120hp

Price: £22,995
Powertrain: 40kWh battery, 1x e-motor
Power/torque: 120bhp/225Nm
WLTP range: 193 miles
0-62/top speed: 9.0 seconds/93mph
Size (L/W/H): 3,922/1,774/1,498mm

WET Our journey on the M1 was accompanied by torrential rain

BYD DOLPHIN SURF TESTER'S NOTES

DEAN GIBSON

THE lurid yellow paint won't be to all tastes, but get beyond that and the Dolphin Surf offers a lot of car for the money. The kit is on a par with far higher-spec machines – it even features BYD's trademark rotating infotainment touchscreen.

There are a few ergonomics that take some getting used to. The drive selector is on the end of a bank of rotary controls and is somewhat hidden away, while putting it into park needs a press of the end of the row of controls, so you're trying to press something you can't actually see.

The touchscreen is the hub through which everything is controlled, but it's not the most intuitive set-up, and the safety systems are extremely over-zealous in their activation.

While the BYD is fine to drive, the snappy throttle response seems unnecessary. The power delivery is quite punchy, and even in a straight line the front wheels can torque steer as the tyres scrabble for grip.

bit of a roll at the moment, and the Inster looks like nothing else in the class. Even in the rather subdued matt paint finish of our test car, the round LED lighting signature combined with boxy arches, pixel-light indicators and four-spoke alloy wheels manages to mix an element of cutesy looks and scrappy toughness at the same time; a little like a Japanese kei car that's spent winter working on its gains at the gym.

At 3.8 metres long, it's not fully kei-compliant, but it's still tiny on the road, making it all the more impressive that Hyundai has found so much space inside. It's really huge for such a small car.

On the drive up to the charging station, it feels a little more grown up than the firm's smallest petrol car, the i10, mainly because the electric motor delivers much more punchy performance. It's not a car that'll win any drag races, but the 113bhp and 147Nm on offer give sprightly speed away from the traffic lights, and it remains respectable at the national limit. There aren't many downsides, but the light steering – a boon around town – becomes a little vague towards motorway speeds, and road and wind noise aren't particularly well isolated from the cabin.

On paper, it's got the most compelling specs, here, too. At 49kWh, it has a larger battery than any of its five rivals in this test, and that translates into a WLTP-claimed range of 229 miles. However, it's already fighting an uphill battle (never good for range). It's the most expensive of our six – the car pictured here in 02 trim costs £26,755. There's a smaller-battery model at 42kWh, which costs £23,505, but that would still rank it as the priciest here. It'll need to really sparkle against the rest of the competition.

THE ODYSSEY BEGINS

But there's plenty of talent set to arrive at our meeting point, and that point is hammered home by news reporter Ellis Hyde, who is next to show up in one of the most desirable cars – never mind electric vehicles – of 2025: the Renault 5.

Ellis has brought along the entry-level Evolution edition, complete with a smaller 40kWh battery and 118bhp motor (down from 148bhp paired with a 52kWh battery on the higher trims). At £22,995, it's the entry point to the 5 line-up. There's no doubt it looks fantastic even beside the quirky Inster, but I'll have to wait until later to drive it.

As everyone plugs in to ensure that all the cars start this trip with 100 per cent charge, we confirm some ground rules. First and foremost, we must drive completely "normally." There will be no concessions towards hypermiling, overly slow driving when the range starts to run low, or any other shenanigans that would set us apart from a typical driver on a normal day. So aside from a couple of dynamic rural runs – all in the name of testing – we'll all be on our best behaviour.

We stick to the speed limits, and the air-con remains set to 21 degrees or – in a car that doesn't have a temperature reading – in the middle of their temperature range. Ambient temperatures generally floated around the 20-degree mark for most of the day, which started in patchy cloud and gradually got worse, ending in torrential rain.

With everyone assigned cars for the first leg, I hop into the model which, if the stats are to be believed, should run out of juice first: the Dacia Spring. The Spring has been around for some time in mainland Europe, but the UK has only got it since a mid-life facelift, which brought a more distinctive look inside and out.

Despite the jazzy new design, the Spring isn't exactly shy in hiding its budget feel. Yes, there's a smart touchscreen and digital driver's display, but it sounds and feels more like a 15-year-old supermini than a brand-new car. Much of the ergonomic design is very much like a 15-year-old supermini's, too – but that's not a complaint. The big, round dials for the air-conditioning, chunky switches in the centre of the dash, and large steering wheel shortcut buttons all feel incredibly easy to use; few electric vehicles are so easy for newcomers. There's even a manual handbrake and a key to turn the car on.

As the convoy rolls off from the charging bays, the Spring is reading 132 miles on its trip computer. And immediately it's clear that, rather than slick aerodynamic trickery or clever energy-management systems, simplicity and light weight work in its favour. At a time when so many EVs splurge to well over two tonnes, the dinky Dacia

DACIA SPRING TESTER'S NOTES

ELLIS HYDE

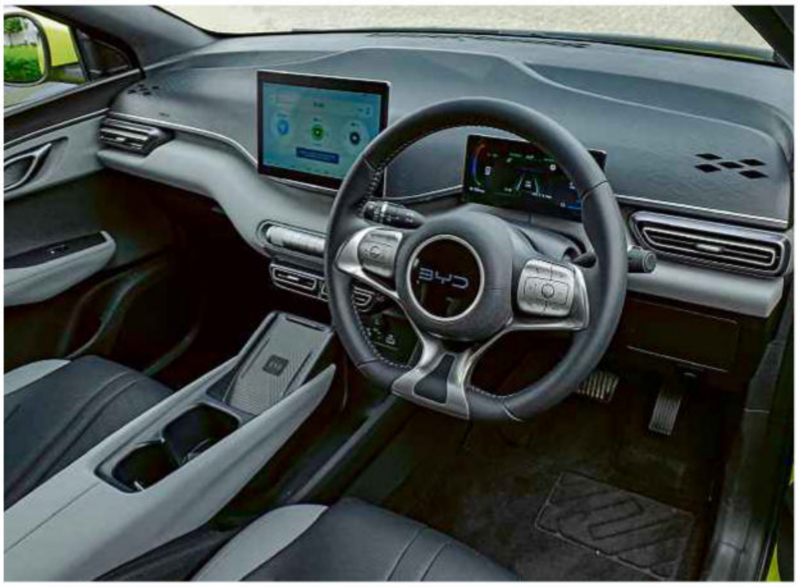
'FLIMSY' is the best and most polite word I can use to describe the Dacia Spring. It's immediately obvious from the tinny sound as you close the doors. Its compact size means that few gaps are too small in town, but the tall, narrow body means you'll have to brace yourself from any crosswinds if overtaking a lorry on the motorway.

In windy weather, the Spring can feel a bit unsettled at times. At least there's little concern about the lane-keep system getting unsettled by the gusts though, because unlike so many of its rivals here, the Dacia makes it incredibly easy to disable the driver-assistance tech.

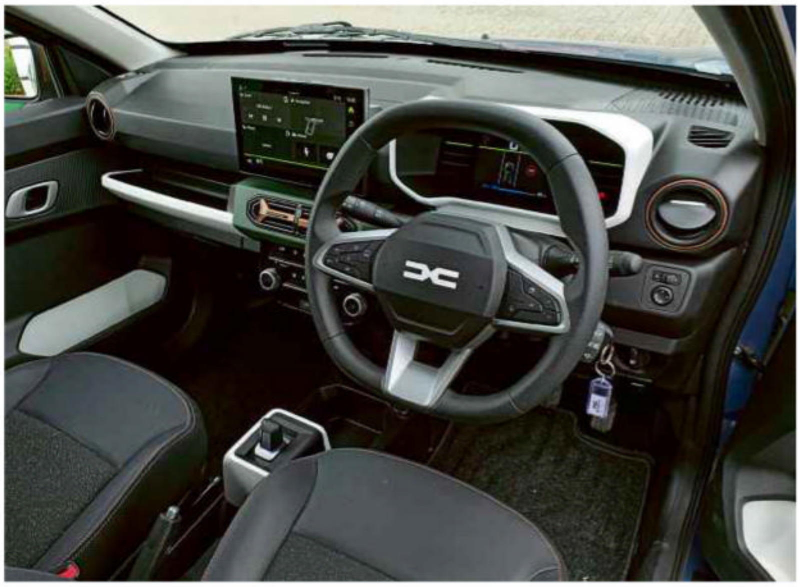
Where the Chinese competition forces the user to dive into touchscreen menus to switch off the lane- keep assist and speed-limit warnings, a simple physical shortcut button does the trick in Dacia's smallest model.

FOLLOW THE LEADER
All our cars were given a 100 per cent charge before heading out on the same route, to ensure that there was a level playing field

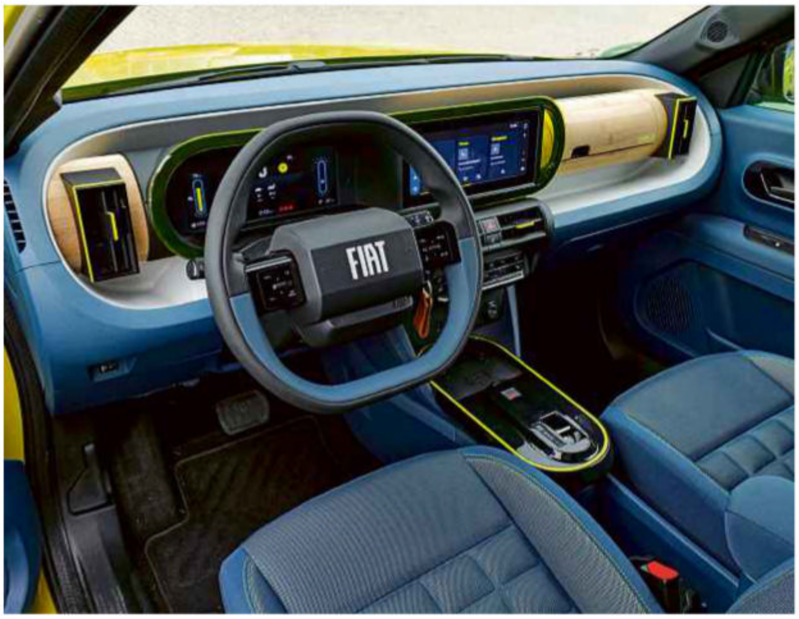
"IT'S FAIR TO SAY THAT MANY OF THESE PINT-SIZED EVs WILL RARELY VENTURE ONTO A MOTORWAY, BUT IT'S A GOOD PLACE TO PUT THEIR EFFICIENCY TO THE TEST"



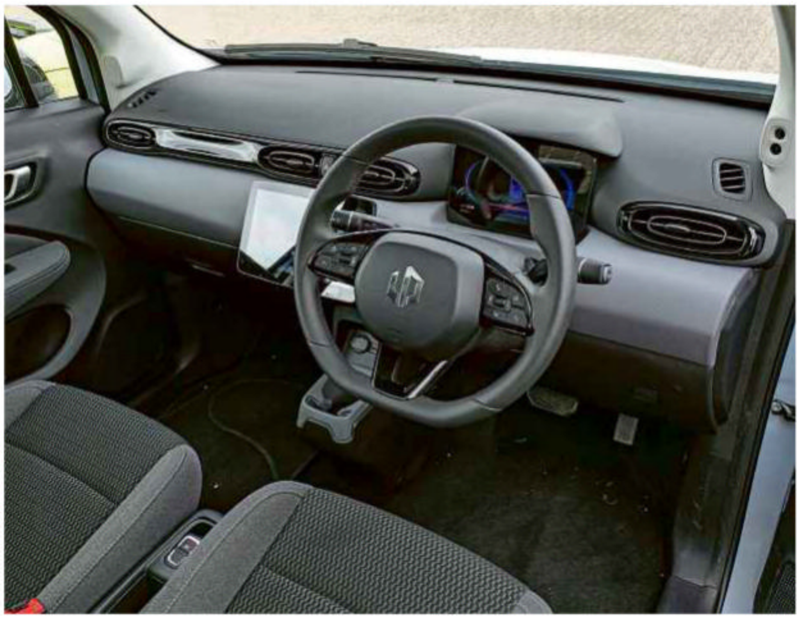
BYD DOLPHIN SURF BYD's rotating touchscreen dominates the dash. Despite the reliance on plastics, the material quality is good for the price



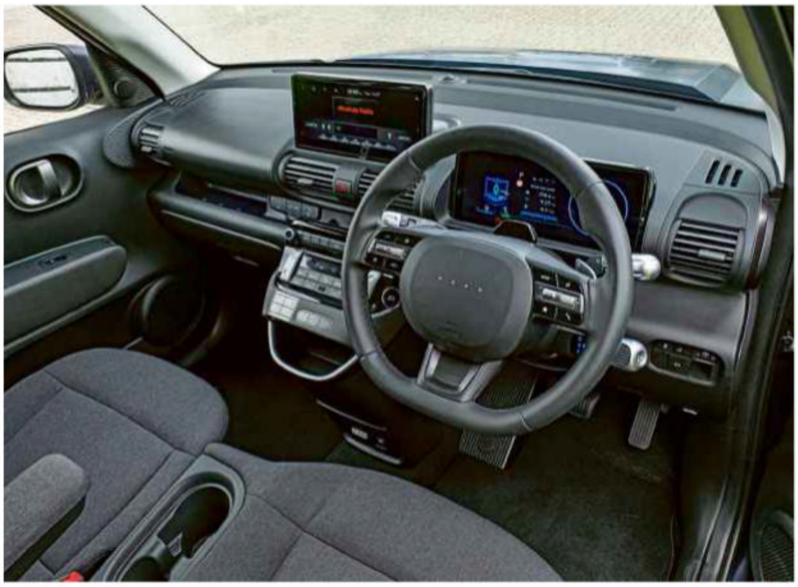
DACIA SPRING Drawing inspiration from the Duster, the Spring's dash is basic but rugged. The amount of physical controls on offer is a bonus, too



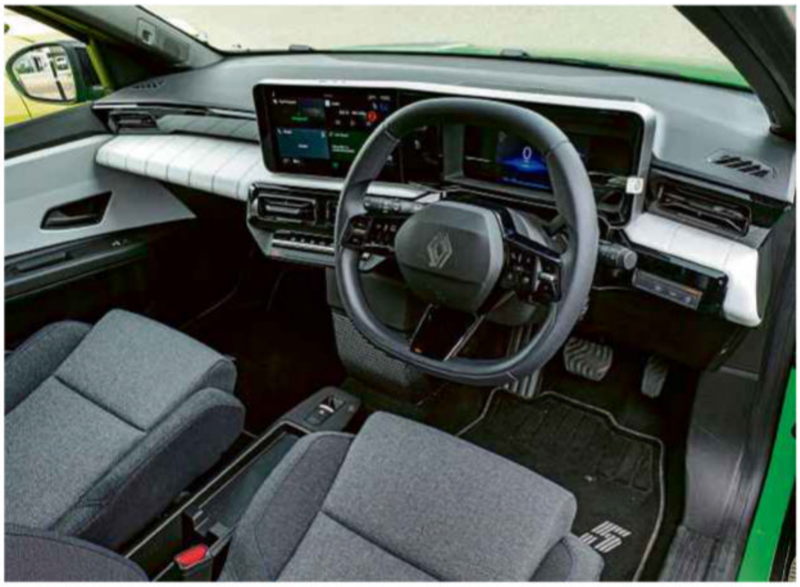
FIAT GRANDE PANDA Bold colours and a fresh, vibrant design help the Fiat catch the eye, with distinctive materials that are used cleverly



LEAPMOTOR T03 While there are some cheap materials lurking in the T03's cabin, the impressive roster of standard equipment includes sat-nav



HYUNDAI INSTER Korean EV is a winner for interior space and the build quality is strong. Yet it's a shame that the cabin isn't more colourful



RENAULT 5 Retro-inspired dash echoes the original 5, while trimming panels in fabric means harder plastics are relegated to lower down in the cabin

weighs just 984kg. That can be felt in all that it does; it feels light and nippy like small cars used to, with its narrow body letting it squeeze through tight gaps. There's not much power to play with, so the aim is to conserve momentum – working hand in hand with its efficiency aims.

Unfortunately, there's one thing that works against conserving momentum, and that becomes clear as soon as we turn off for some rural driving.

The Spring runs on Linglong tyres, and there's no way to put this delicately: they're awful. Even on warm, bone-dry roads, the budget rubber struggles to generate much grip. There's little feedback, either, so not only does the front axle scoot sideways sooner than you'd expect, but it's only the disconnect between steering angle and direction of travel that gives the game away that something is up.

And no, nobody is demanding sports-car levels of cornering ability, but the Spring makes the next car I hop into, the Fiat Grande Panda, feel like a sports car through the same set of turns. In reality, the Panda is just a perfectly acceptable supermini to drive, with decent grip and keen steering, but it feels so much more secure – a big plus in the unlikely event of having to take emergency action to avoid a hazard. The Panda shows the Dacia that there's room for improvement.

INTO THE URBAN JUNGLE

As it turns out, the Fiat reveals there's plenty more that its rivals can work on. All of these cars are built to a budget, but the Fiat will leave you feeling harder pressed than most to discover where Stellantis has pinched the pennies. The top-spec La Prima cabin is a joyous place to sit; the wood-effect trim on the dash contrasts with the clear yellow Perspex and the blue seat upholstery. It makes every other cabin here feel rather dull.

Well, almost every other cabin. We roll into Milton Keynes and I hop inside the Renault 5. We've banged on plenty about just how fantastic the new 5 feels, but with good reason; it, like the Panda, delivers a huge feelgood factor. But the 5's talents lie far beyond its retro-modern styling inside and out.

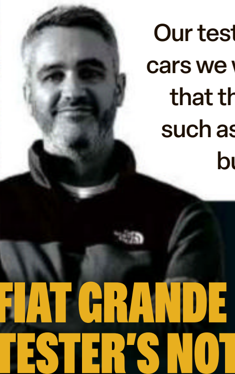
It's fair to say that a motorway isn't the natural habitat for these pint-sized EVs, but owners will expect to drive on them from time to time. So our convoy carves around Milton Keynes' famous roundabouts and hits the M1 northbound, to test the cars' efficiency and motorway-speed cruising. The Renault 5 feels like the most complete model here. Refinement is top notch for a small EV; in terms of tyre roar, wind noise and stability, it feels like a clear step above its five rivals.

Despite being the base model, performance is great, leaving most of the competition behind, and it handles sharply without being unduly firm. Our only criticism remains that it isn't the most spacious small car, but it's kind of average in the supermini segment - a little less than a Renault Clio, offering closer to Toyota Yaris levels of space.

We continue up the M1 to Northampton services, and stop there to check the state of play. The short higher-speed hop has seen a couple of cars use up plenty of their juice, and unsurprisingly, the Dacia is the one that's feeling the heat the most. Even though it's proving to be the most efficient so far, at 4.3mi/kWh, its battery level is dropping, so it's time for its chaperone to turn around and head back to Bedford, where we can run its battery down in close proximity to a charger.

Next for me is the Dacia's closest rival, the Leapmotor T03, and we head north again. The T03 has already impressed us – enough that in a previous road-test encounter with a Dacia Spring, it emerged victorious. On that occasion, we felt that the margin of victory would have been much greater were it not for the fact that the Leapmotor's touchscreen-focused user interface was so poor; the tiny on-screen controls and fiddly sub-menus are a pain to use, which is an even greater issue

MIXING IT UP Our testers took turns in the six cars we were evaluating in order that they could factor in areas such as dynamics, refinement, build quality and kit levels



FIAT GRANDE PANDA TESTER'S NOTES

RICHARD INGRAM

DESPITE sitting on the Stellantis group's most basic 'Smart Car' platform, the Fiat felt more grown up to drive than most of the cars here. It's still susceptible to the odd crosswind – this is a relatively upright vehicle, with not a lot of weight to hold it down – but it feels substantially more car-like than both the Dacia and Leapmotor, if not quite as deft as the Renault 5.

It's comfortable, too; I did the longest of my various stints in the Grande Panda, and despite being subjected to some pretty dire weather and heavy rain at times, I wasn't desperate to get out and into something else.

when basic functions such as the Leapmotor's lights and windscreen wipers are confined to the display.

It doesn't take many miles on the road to work out where the T03's strengths lie compared with the Spring, though. It feels more sturdy, the cabin is more hushed and its slower, slightly heavier steering adds a sense of security on the road. It's still not exactly stunning through the corners, and sidewinds can catch that tall, narrow body, but at least it does wear some proper tyres – from Continental.

It appears our first contender has made it back to base. Ellis posts in the group chat: "The Spring is dead! After 109.1 miles, it hit 0 per cent battery."

The final car I'm hopping into has 72 miles of range remaining. Saying that, I'm also 70 miles from Bedford, our targeted regroup point. The model is another Chinese newcomer: the BYD Dolphin Surf. We firmly believe it's the best the brand offers in the UK. While much of the BYD proposition is merely good rather than outstanding, the Dolphin Surf fights any shortcomings with really punchy pricing.

The range starts at just £18,650 – barely any more than the Spring for a well equipped Fiesta-sized car – although that does only get you a modest 30kWh battery and 87bhp. We've got the top-spec Comfort, complete with 154bhp, a 43.2kWh pack and a starting price of £23,950. The generous standard kit is immediately apparent, with electric seat adjustment a novelty in this group.

TOUCHSCREENS
All six cars have screens, but some, such as the T03, use theirs to operate functions in lieu of physical controls

HYUNDAI INSTER TESTER'S NOTES

ALEX INGRAM

UNLIKE the flattering WLTP test cycle, our efficiency test included some dynamic rural road runs and long motorway stints, but the cars were all treated equally so we can use those results to gauge a relative rating between them all.

With that in mind, the Inster scored a solid mid-table result in terms of energy use – almost a match for the BYD Dolphin Surf, and slightly behind the two dinky city cars: the Dacia and the Leapmotor.

The Hyundai's trip computer calculated its efficiency rating more accurately than all but the Leapmotor too, which makes it easy to trust on the occasions that you do need to make a longer journey – something the Inster's decent range makes it the best for here.

THE FINAL LEG

Despite the range estimate, I set off for base, with the air-con whispering gently in the background. While I don't want to drive too keenly, that 154bhp motor lends the Dolphin Surf some of the most punchy performance on this test – 0-62mph takes 9.1 seconds. Yet sometimes it's too punchy; in the rain, a heavy right foot can cause bursts of wheelspin before the traction control system reins things in.

The rest of the drive is a mixed bag. Refinement and ride are okay – not on the 5's level, but a bit more hushed at a cruise than the Inster. Instead, it's the steering that needs work; a sticky self-centring feeling means that you constantly make corrections without ever feeling it's where you want it to be.

But that's nothing compared to the frustration of the driver-attention warning system. Peering slightly to the side to look around an approaching corner, looking close to the front of the car's nose when squeezing through a small gap, even a quick glance in the rear-view mirror; all of these things caused the car to demand attention with the grammatically incorrect instruction, "keep eyes on road!" I soon turned it off and was instantly happier.

Happiness turns to a little stress as the miles wear on, however. Another jaunt or two on 70mph dual-carriageway roads has cut the range so that it's touch and go to make it back. When you just want to complete the journey after a long day, you're acutely aware of the constant battle raging between estimated range and the distance to go.

There's 25 miles to home but only 24 miles of range remaining. Every hill causes a mild disgruntled chunter as it chips previous mileage from the range, while downhill stretches leave you with the merest hope that it can be recovered again. A mix of anticipation and willpower keeps as many lights

“ELLIS SENDS A MESSAGE TO THE GROUP CHAT: ‘THE SPRING IS DEAD! AFTER 109.1 MILES, IT HIT 0 PER CENT BATTERY’”

LEAPMOTOR T03 TESTER’S NOTES

PAUL BARKER

IN some ways, you get what you pay for, in others the Leapmotor impressed. At less than £17k (pre-discount), you’re never going to get a car that feels as welcoming or characterful as the Panda or Renault 5. The T03 feels functional and cheap inside, because it is cheap even in this company, but you really feel the difference in terms of how the cabins look, feel and welcome you. The exterior is ungainly with a narrow body sitting on those skinny wheels where its rivals have some style and character.

But the T03’s range performance is impressive. That’s a very decent result versus its official range figure, and gives confidence in the tech. In excess of 150 miles would easily be possible in the right conditions. Focus on what it is – cheap, no-frills, reliable and sensible transport – and this car can really work in the right circumstances. But we’d wait for the mooted styling overhaul.

green as possible, because braking and accelerating again will waste more mileage. I see other messages pop up from my colleagues – Rich is in the Panda, Phil in the Renault, Paul in the Leapmotor – suggesting all of those cars have lost their energy before the BYD. It's now only the Dolphin Surf and Hyundai Inster vying for the long-distance medal.

In the BYD, there's 10 per cent charge remaining. A warning light pops up on the dash. But it's not until the charge hits five per cent that it becomes a little twitchy. The mileage estimate disappears off the driver's display; the automotive equivalent of a car shrugging its shoulders and saying "you're on your own now, mate" and the power is restricted.

Three miles from home, I have a choice: either take a straight dual carriageway that's right on the limit of that three miles, or take a shorter route that takes the form of a slower, twisty road that climbs steeply uphill. I go for the latter, and it proves to be the right decision. I make it to the chargers with just one per cent remaining, leaving the Dolphin Surf enough juice to circle the block a couple of times until its range turns to nought.

VERDICT

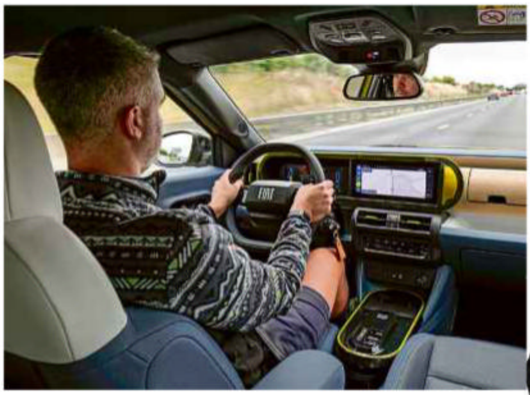
SO which car went furthest on a charge? That prize goes to the Inster, which covered 184 miles before running down to zero per cent. The Dolphin Surf was second, at 168 miles. Up next is the Renault 5, at 143 miles, beating the T03 by one mile.

Not only did the T03 get closest to its WLTP range, its trip computer also recorded the most accurate data. The disappointment of the group was the Panda, which averaged just 3.1 miles/kWh on its way to a distance of 134 miles; motorway driving decimated its range. The car that covered the shortest distance was also the most efficient by some margin; in covering 109 miles, the Spring and its tiny battery averaged 4.4 miles/kWh.

But distance wasn't the main consideration for this test – we wanted to find out how these EVs react when they reach zero, how easy they would be to live with every day. We've even worked out which costs the least money per mile not only to run, but to buy outright, based on its overall range.

On that first point, running these cars to the limit really helps to take your mind off the concerns over range. They all estimated their ranges impressively accurately, something that wasn't a certainty on

“THE HYUNDAI INSTER COVERED 184 MILES BEFORE RUNNING DOWN TO ZERO PER CENT”



INSIDE STORY
Francois Leboine designed the cabins for the Renault 5 and Fiat Grande Panda (left)

RENAULT 5 TESTER'S NOTES

PHIL McNAMARA

EUROPE vs China: the car industry's battle for supremacy underscores this test. Renault and Fiat used the same heritage-led approach to create desirable EVs with superb interiors. Designer Francois Leboine shaped both of them, working on the R5 before becoming Fiat's head of design.

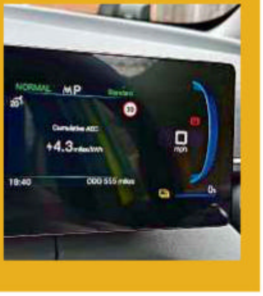
With its beautiful grey fabric armchairs, grooved surfaces and minimalist controls, the Renault creates a beautiful, living room ambience. It's the complete opposite to the impressive BYD, with its cockpit's bank of stylish but fiddly rocker switches and zany exterior lines. And the less said about Leapmotor's Noddy-car looks, the better.

I spent a lot of time tailing the Panda, whose blocky design has so much road presence, topped by that exquisitely retro 'PANDA' script on the boot. The Europeans trigger warm nostalgia, a powerful sentiment to fuel commercial success.

HOW LOW CAN YOU GO? WHAT HAPPENS AT ZERO?

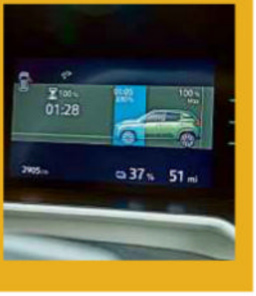
BYD SEAL

UNLIKE some of the other cars in the test, which warn of a low battery when the charge drops to 20 per cent, the Dolphin Surf saves its alert until it hits 10 per cent. Keep pushing through the rest of the battery energy, and at five per cent the estimated range display goes blank and – despite no obvious warning – power becomes limited to a maximum output of 50kW – that's the equivalent of 67bhp – to maximise the remaining charge.



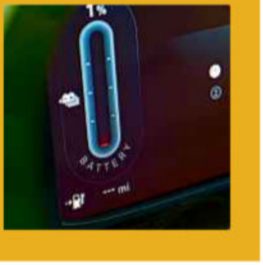
DACIA SPRING

RUNNING out of battery in the Dacia Spring was about as dramatic as a school nativity play. The only hint of concern was a suggestion that we could use Eco mode as we hit 13 per cent charge remaining. Once we reached 2 per cent, the instrument panel stopped showing a range estimate but didn't bring our attention to that fact. By that point we felt the Spring was struggling to accelerate even to 20mph, but it probably wasn't that much quicker when it was fully charged.



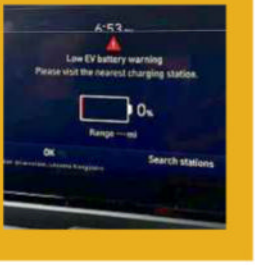
FIAT GRANDE PANDA

WE had 24 per cent energy remaining when the Grande Panda first warned us of its low range – a small orange battery light popped up on the driver's display to alert us. At around four per cent energy, the Fiat's range estimate readout turned blank and the battery warning light switched from orange to red. At this point the Grande Panda's climate control system switched off and couldn't be turned back on again. At one per cent, the warning "Battery level critical: Performance reduced" appeared on the digital display.



HYUNDAI INSTER

OUR first on-screen warning came with the Inster's battery at 20 per cent, with the charge bar turning amber and accompanied by a polite request to visit the nearest charging station. At 10 per cent capacity, the bar turned red and made the same request. With the battery gauge down to zero and no range showing, a tortoise icon appeared on the display with a 'Power limited' sign, but the car's responses didn't alter. At zero capacity and range, the display read 'Charge immediately Power limited'.

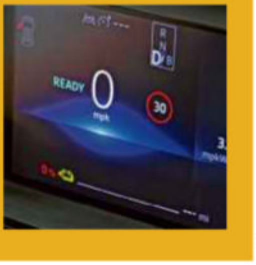


LEAPMOTOR T03

BATTERY demise in the T03 was pleasantly manageable and gradual. A light on the dash popped up with zero fanfare when 20 per cent of the battery remained. When we got below 10 per cent, the car felt sluggish and reluctant to accelerate, but there were no major warnings. At four per cent, a "Low battery please charge immediately" warning repeatedly appeared on the dash, and then the miles to empty went blank to reinforce the point. Although power was severely limited, we cruised into Brewpoint's car park to charge.

RENAULT 5

THE Renault 5 treats your impending marooning with a Gallic shrug. The French manufacturer's newcomer doesn't bat a headlamp until there's only 15 per cent battery left, at which point the icon goes amber and politely enquires if you've entered Eco mode. At five per cent and with 12 miles remaining, the battery icon starts flashing red and the projected range remaining evaporates. That was unlike the power, which wasn't throttled back at any point, even when the electric supermini reached zero battery remaining.



EVs in the past. With some forward planning, it makes even longer journeys easier to work with.

But it's time to conclude the final running order. Bringing up the rear is the Spring. It's cheap and its efficiency is superb, but that range will limit it to second-car only status for many, and the slightly cheap feeling in places makes us wonder if a used EV could offer more for less cash.

The T03 has recently become more appealing, thanks to a £1,500 discount, which means, in terms of miles per pound of retail price, it's by far the best-value car here. But the same used versus new car debate remains. If it wasn't for the infuriating touchscreen, it likely would have fared much better.

Fourth place doesn't look great for the Hyundai Inster, but it runs the two cars above very close. Its versatile cabin is the most spacious here, and its real-world range also led the way. Yet it's expensive compared with rivals, and the cabin finish and overall refinement don't quite align with that price.

There's a tie for second place between the Fiat Grande Panda and the BYD Dolphin Surf. The Panda is a very likeable car, it's roomy (with a generous boot), great to drive and very desirable, but it's let down by poor efficiency here – especially at higher speeds. In this company, the Dolphin Surf delivers superb value for money, with plenty of kit, space and comfort. It was second best overall in terms of range, so it could realistically be used as an only car.

All six of us unanimously agreed that the Renault 5 should take top spot. It's priced competitively among this group of EVs and its efficiency isn't far off some much more basic and less powerful rivals, yet it also feels like a significantly more expensive car than anything else here. Its cabin design, refinement, quality, handling and in-car tech feel a significant cut above this competition. As far as cheap, small EVs go, it's a clear winner.

FINAL RANKINGS

1. Renault 5
=2. BYD Dolphin Surf
=2. Fiat Grande Panda
4. Hyundai Inster
5. Leapmotor T03
6. Dacia Spring

THE RESULTS

Car	Price	Net battery capacity	Distance covered
BYD Dolphin Surf Comfort	£23,950	43.2kWh	168 miles
Dacia Spring Extreme 65	£16,995	25kWh	109 miles
Fiat Grande Panda La Prima	£24,000	43.7kWh	134 miles
Hyundai Inster 02	£26,755	49kWh	184 miles
Leapmotor T03	£15,995	36kWh	142 miles
Renault 5 E-Tech evolution 120hp	£22,995	40kWh	143 miles

WHAT WE WOULD CHOOSE

ALEX INGRAM

1. Renault 5
2. Hyundai Inster
3. BYD Dolphin Surf
4. Fiat Grande Panda
5. Leapmotor T03
6. Dacia Spring

RICHARD INGRAM

1. Renault 5
2. BYD Dolphin Surf
3. Fiat Grande Panda
4. Hyundai Inster
5. Leapmotor T03
6. Dacia Spring

TOPPED UP All our contenders were fully charged before they were put to the test

"ALL SIX OF US UNANIMOUSLY AGREED THAT THE RENAULT 5 SHOULD TAKE THE TOP SPOT"

Official range	% of official range achieved	DC charge rate	Indicated mi/kWh	Calculated mi/kWh	Pence per mile at 7p/79p/kWH	Retail price per mile
200 miles	84.0%	85kW	4.3	3.9	1.8/20.3	£142.56
142 miles	76.8%	30kW	4.2	4.4	1.6/18.0	£155.92
199 miles	67.3%	100kW	N/A	3.1	2.3/25.5	£179.1
229 miles	80.3%	85kW	3.9	3.8	1.8/20.8	£145.41
165 miles	86.1%	48kW	3.9	4.0	1.8/19.8	£102.08
193 miles	74.1%	80kW	3.9	3.6	1.9/21.9	£160.80

PAUL BARKER

1. Renault 5
2. Fiat Grande Panda
3. Hyundai Inster
4. BYD Dolphin Surf
5. Leapmotor T03
6. Dacia Spring

PHIL McNAMARA

1. Renault 5
2. BYD Dolphin Surf
3. Hyundai Inster
4. Fiat Grande Panda
=5. Dacia Spring
=5. Leapmotor T03

DEAN GIBSON

1. Renault 5
2. Fiat Grande Panda
3. Hyundai Inster
4. BYD Dolphin Surf
5. Dacia Spring
6. Leapmotor T03

ELLIS HYDE

1. Renault 5
2. Fiat Grande Panda
3. BYD Dolphin Surf
4. Hyundai Inster
5. Leapmotor T03
6. Dacia Spring

Electric Vehicle Rapid Charging
HV25 XOS

ZERO TO HEROES?

RAPID CHARGE SECRETS UN

Can the latest generation of EVs really top up as quickly as their makers

Tom Jervis
Chris Rosamond

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CHARGING is probably the most contentious aspect of electric motoring. When you hook up your EV to an ultra-rapid and powerful DC charger, why doesn't it consistently hit the peak rate advertised? And why are many motorists waiting more than the promised 30 minutes to refuel their battery from 20 to 80 per cent?

Many assume that the charger's to blame for causing the reduced rates, not the car. Gridserve – a major chargepoint operator – vows that's not the case. To find out once and for all, Auto Express took 10 different EVs to Gridserve's charging hub in Braintree, Essex, to discover the truth about fast charging. We also sought expert advice from the company's Technical Director, Pete Bishop, on each car's performance, looking into not only the charging rate, but how it is distributed over the time a car is connected.

WHAT IS AN EV CHARGE CURVE?

To understand what we are looking at here, it's important to know that there are various factors that determine how fast and effectively an EV's battery can accept a rapid charge; the most crucial is the ambient temperature. Most EV batteries prefer to charge at between 20 and 30 degrees Celsius. But resistive losses can cause the cells to heat up as energy is dissipated, potentially resulting in heating of the battery. At higher states of charge, the rate at which the cells can accept energy reduces, so the battery management system reduces the charge current to prevent irreparable damage to the battery.

The result of this is that you have to stay plugged-in for longer, but the point at which the car does this is largely down to built-in software; hi-tech, continuously variable algorithms will use several measurements to optimise charge rates in line with optimum battery voltage and temperatures, while so-called look-up table

"WE DEVISED A TEST UNDER STRICTLY CONTROLLED CONDITIONS TO SEE HOW EACH CAR PERFORMED"

COVERED

GRIDSERVE
KN25 NZH

s say they can? We plugged in 10 popular models to find out

methods will adjust the rate of charge as certain criteria – such as the battery capacity – are met.

THE TEST

To demonstrate each car's charging curve and find out whether makers might not be telling the full story of their cars' capabilities, we devised a test under strictly controlled conditions.

Outside, the ambient temperature was around 13-14 degrees (just below optimum) and none of the cars were preconditioned before charging; not all models provide the option to do this manually, so it was the fairest way. Besides, it's something many of us often forget to do, anyway. Furthermore, given that most makers quote different charging times, we simply ran all the cars down to a similar level the day before then timed how long it took to add 60 per cent to the battery – also taking an average charging speed during this time – as well as how long it took to get from 80-100 per cent. Although experienced EV drivers know not to charge beyond 80 per cent, this illustrates to new owners why you shouldn't charge all the way to full at a public charger.

Each had its own charger, capable of charging at up to 350kW; Gridserve kept an eye on things to ensure their chargepoints were capable of delivering the full amount of power. This meant it was up to each of the cars themselves to choose the level of output – but which fared best?

▶

FAIR TESTING
Each of our 10 cars was topped up at the Gridserve EV charging station in Braintree, Essex, using identical 350kW chargers

12%
KN25
HY25 AZB

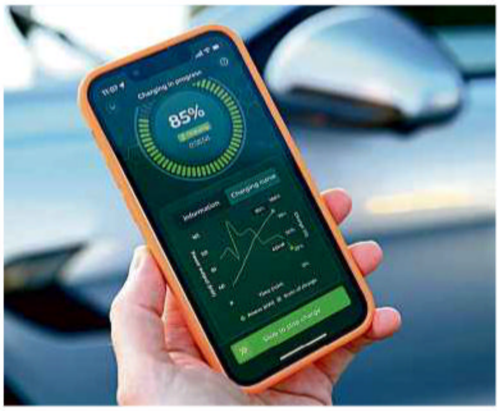
BYD SEAL

WHAT HAPPENED?

THE BYD Seal got off to a rather shaky start, likely due to the battery management system trying to work out an appropriate level of charge after the car had been left sitting for a while. After this, the BYD gradually ramped up its charge rate and held its maximum for a good amount of time, maintaining an average of more than 100kW throughout the first 60 per cent added.

After this, however, you can see the charge rate slowly staircasing downwards, dropping to just 48kW at around 85 per cent – likely a threshold BYD has pre-programmed into the car's algorithms. Charging from then on at such a low rate, the BYD took an awfully long time to top up to full – almost double the time it took to get to 75 per cent, in fact.

Strangely, the Seal refused to charge up to a completely full battery, stopping at 99 per cent before cutting off current from the charger. We asked BYD why this might be the case, but the Chinese firm wasn't able to provide us with any additional insight.



ERRATIC The BYD's charging rate was slow to settle down and tailed off quite rapidly near the end, stopping charging at 99 per cent

> **"YOU CAN SEE THE CHARGE SLOWLY STAIRCASING DOWNWARDS, DROPPING TO JUST 48kW AT AROUND 85 PER CENT – NO DOUBT A THRESHOLD BYD HAS BUILT IN"**

EXPERT'S VIEW

"THE staircasing you see on the BYD's graph is indicative of a simple, look-up table algorithm. After a slightly erratic start, it appears very contained after that, maintaining a consistent rate of charge until it throttles back down after presumably reaching the pre-programmed temperature limit."

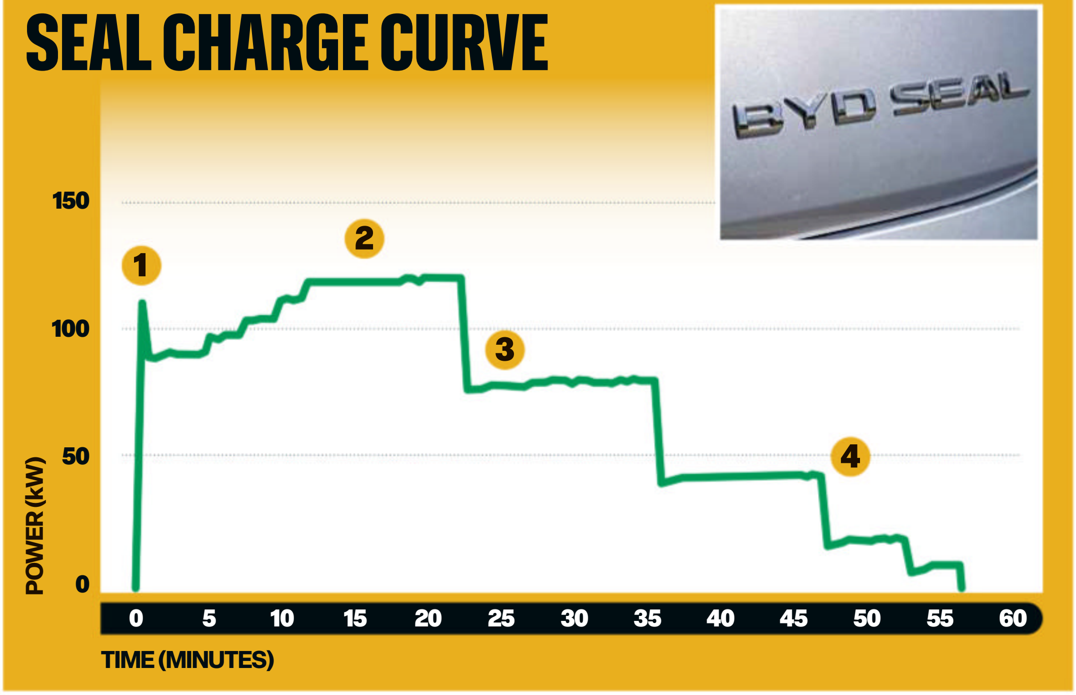
BYD TEST RESULTS

Battery size:	82.5kWh
Claimed peak charging rate:	150kW
Initial state-of-charge:	15%
Achieved peak charging rate/duration:	123kW/5 minutes
Adding 60% to battery:	32 minutes
Avg charge rate to 80%:	104kW
Charge time 80-100%:	56 minutes (99%)

1. FIRST PHASE

The BYD quickly peaks before dipping back down again; our charging expert believes this is a case of the car requesting a higher power output, based on values from when the car was sitting static with a cold battery.

SEAL CHARGE CURVE



2. SECOND PHASE

Most impressive about the BYD's charge curve is how it maintains its maximum rate for what is a decent amount of time – roughly five minutes in this case. Once it settled into a steady charge rate, it keeps charging at over 120kW all the way until it hits around 60 per cent capacity.

3. THIRD PHASE

After hitting 60 per cent, the BYD's rate of charge dips significantly. Such a sharp drop-off is indicative of the BYD's look-up table algorithm which adjusts the rate of charge depending on how much is in the battery. This means charging is less efficient at higher capacity.

4. FOURTH PHASE

For the remainder of the charge session, the BYD truly took its time, continuing to staircase downwards and charging at well below 50kW from roughly 85 per cent, taking almost an hour to fill from 80 per cent. It didn't reach 100 per cent charge, either, stopping just shy.

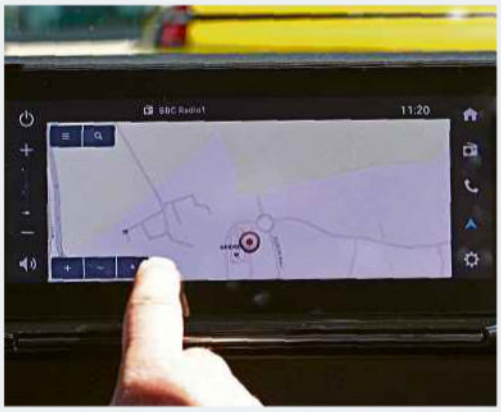
CITROEN E-C3

WHAT HAPPENED?

THE Citroen e-C3 is the cheapest car here, starting from just over £22,000, so it's no surprise that it incorporates the simplest battery management system. Like the BYD, the Citroen employs a look-up table algorithm, although unlike that car, the e-C3 took quite a while before it reached its peak rate.

After such a slow build-up, the Citroen didn't get that close to official stated figures and even then only held at that point for three minutes. After this, it began throttling downwards in a step-by-step fashion, taking 10 minutes longer than Citroen's claimed 20-80 per cent charge time to add 60 per cent to the battery. Nevertheless, just over half-an-hour isn't bad when most people using rapid charging will likely be popping to the loo and grabbing a coffee before heading off again.

Most disappointing was the time it took to add the final 10 per cent; while 80-90 per cent only took 11 minutes, we had to wait a whopping 47 minutes for the e-C3 to finish charging.



SLOW PROGRESS The e-C3 was slower than claimed for the critical 60 per cent part of charging, and the last 10 per cent took an age

> "IT BEGAN THROTTLING DOWNWARDS, TAKING 10 MINUTES LONGER THAN CITROEN'S CLAIMED 20-80 PER CENT CHARGE TIME TO ADD 60 PER CENT TO THE BATTERY"

EXPERT'S VIEW

"Like the BYD, the Citroen uses a look-up table algorithm for its battery management system, with very clean steps. This example is definitely in the simple category – a cheaper car can mean a cheaper system. It only maintains its maximum charge for a couple of minutes, but the aim is the best performance possible for the lowest cost."

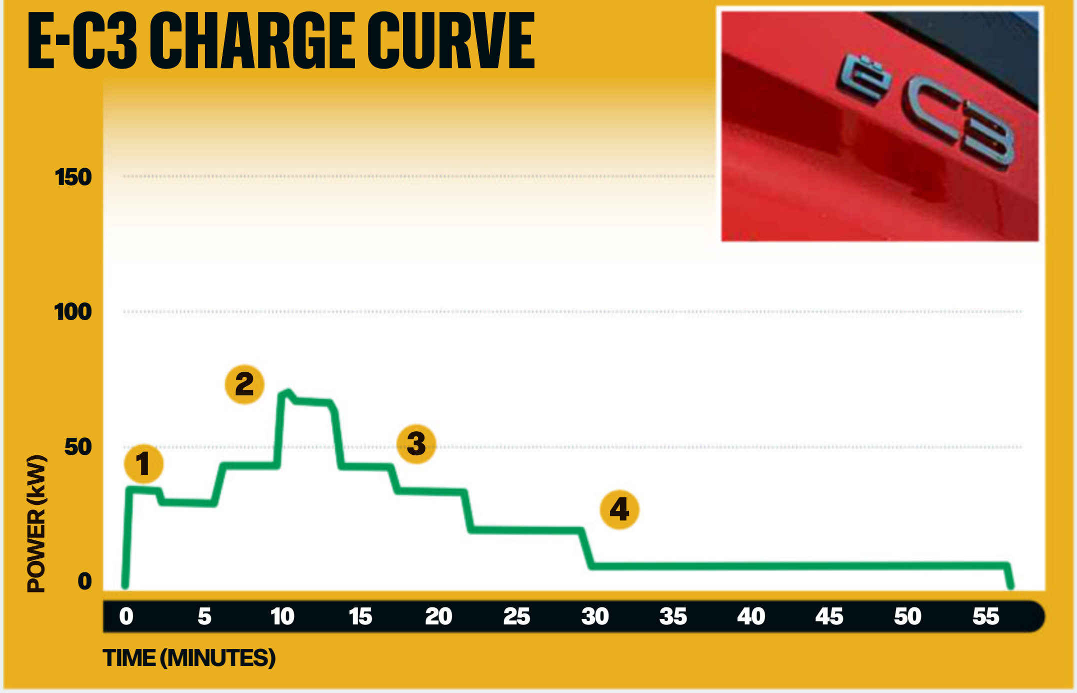
CITROEN TEST RESULTS

Battery size:	44kWh
Claimed peak charging rate:	100kW
Initial state-of-charge:	15%
Achieved peak charging rate/duration:	69kW/3 minutes
Adding 60% to battery:	34 minutes
Avg charge rate to 80%:	57kW
Charge time 80-100%:	47 minutes

1. FIRST PHASE

The Citroen didn't peak immediately. Like the BYD, the e-C3 initially requested a bit more power than the limits set by its battery management system, with the charge rate dipping by around 10kW for a few minutes afterwards.

E-C3 CHARGE CURVE



2. SECOND PHASE

After that initial spike, the e-C3 gradually ramps up its power delivery step-by-step, before holding at its peak rate of 69kW charging for just three minutes, which is disappointing given how that figure is still only seven-tenths of what Citroen says is possible.

3. THIRD PHASE

The Citroen's look-up table algorithm is clear to see, as the charge rate drops down following its peak, finally coming to a plateau at around 90 per cent full. Which isn't awful considering that the Citroen had only started charging 45 minutes earlier, but it's not as fast as claimed.

4. FINAL PHASE

From 80 per cent, the Citroen took a further three quarters of an hour to add just over 4kWh worth of charge, meaning it was topping up at just eight-and-a-half kilowatts, or by this stage, only slightly more than you'd get using a home wallbox – making a fast charger redundant.

FORD CAPRI

WHAT HAPPENED?

THE Ford Capri was one of the better-performing cars on the test, thanks largely to its sophisticated continuously variable battery management system designed with Volkswagen. It reaches its peak rate quickly, which matched the maximum stated by Ford, at 187kW.

Following this, the Capri stays above the stated maximum charging rate for eight minutes before beginning its gentle descent, averaging well over 150kW throughout the duration of the 60 per cent top-up. In fact, it's only once the Capri hit 70 per cent that it finally dipped below 100kW, or what is deemed to be the threshold for ultra-rapid charging.

Throughout the final stretch of the charge, the Capri maintained a strong charging rate, with the steeper slope right at the end likely indicating the car hit its voltage limit at around 95 per cent. Nevertheless, a strong performance is seen here, topping up the final 20 per cent in less time than some models took to complete the first portion of the test.

SHORT AND SWEET Capri was the fastest-charging car in our test group and even exceeded the charge rate quoted by Ford

> **"IT WAS ONLY ONCE THE CAPRI HIT 70 PER CENT THAT IT FINALLY DIPPED BELOW 100kW, OR WHAT IS DEEMED TO BE THE THRESHOLD FOR ULTRA-RAPID CHARGING"**

EXPERT'S VIEW

"The charge curve of the Ford indicates a sophisticated system that's constantly trying to optimise the charge performance against thermal limits. It's encouraging that the Capri hit its claimed charging rate for a decent amount of time, while maintaining a reasonable power all the way through the rest of the cycle."

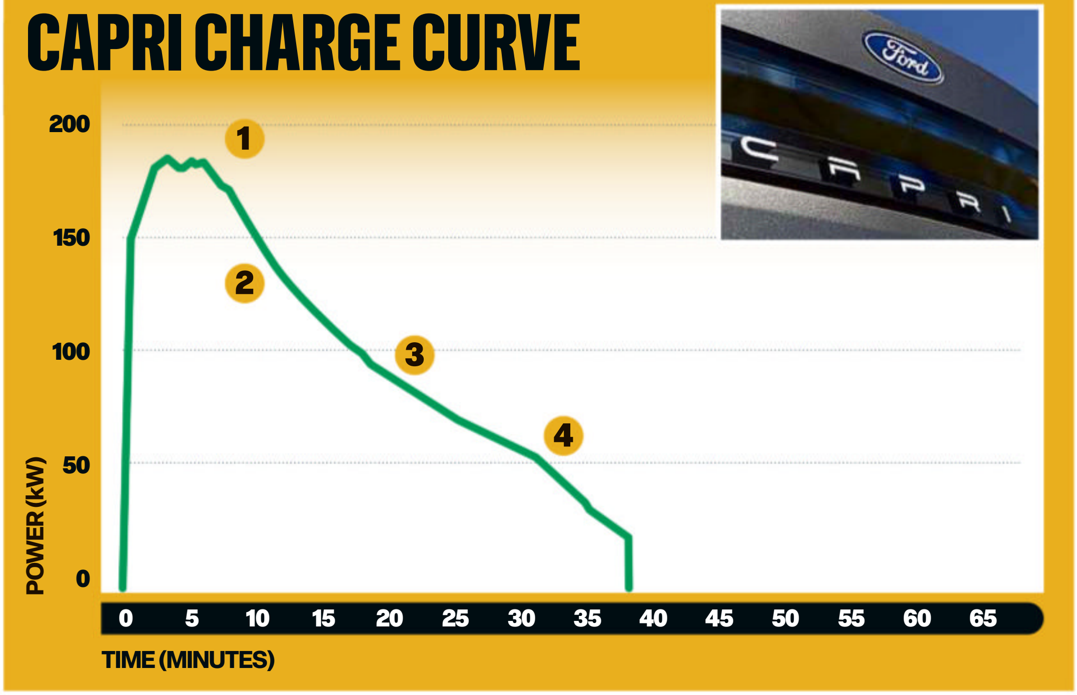
FORD TEST RESULTS

Battery size:	79kWh
Claimed peak charging rate:	187kW
Initial state-of-charge:	9%
Achieved peak charging rate/duration:	187kW/2 minutes
Adding 60% to battery:	20 minutes
Avg charge rate to 80%:	154kW
Charge time 80-100%:	15 minutes

1. FIRST PHASE

The Ford peaks relatively quickly – within just a couple of minutes, in fact – and was one of the few cars in this test to hit or get close to the manufacturer's claimed maximum rapid charging rate, even beating it.

CAPRI CHARGE CURVE



2. SECOND PHASE

After reaching its peak, the Ford hangs on remarkably well. It stays within one or two kilowatts of its maximum rate for eight minutes before it begins to roll off – the reasoning for which, our expert suspects, is due to the battery temperature limits being reached.

3. THIRD PHASE

The gentle curve shown in the graph illustrates the Capri's continuously variable charging algorithm, which can adjust charge speeds depending on things like heat and voltage, as well as the state of charge. It's a sophisticated system and its performance in this test shows its clear advantages.

4. FINAL PHASE

Towards the very end, the Capri's curve gets much steeper, but the rate of charge remains impressive, topping up from 80-100 per cent in around half the time many other models took. The Ford spent less than 45 minutes plugged in altogether and left the site with a full battery.

KIA EV3

WHAT HAPPENED?

KIA has designed the EV3 with a 'splash-and-dash' mentality and that is evident from its charge curve, which sees the car get very near its peak charging rate and hold steady near that point for around 20 minutes, adding roughly 50 per cent to the battery in that time.

Then, almost as the level of charge approaches 70 per cent, the EV3 takes a dip, and then a nosedive – likely due to either hitting a voltage or temperature limit. Even so, the EV3 maintains an average of 117kW during the test to add 60 per cent, which isn't far away from the peak speed quoted by Kia.

Following this point and after dropping back to just under 80kW, the charge rate begins a much gentler decline, on a curve that's similar to that seen on the Ford or Tesla. The curve becomes much shallower right at the end after hitting 85 per cent – a threshold that's likely to have been preset by Kia itself within the battery management system.

10:36
Battery conditioning
Utility mode
Smart regeneration
Plug & Charge
i-PEDAL
Media Off
Battery conditioning
Low
Activate
MEDIA
SETUP

SPLASH AND DASH The Kia system is set up to deliver as much charge as possible within a short timeframe, but tails off quickly

> **"AS THE LEVEL OF CHARGE APPROACHES 70 PER CENT, THE EV3 TAKES A DIP, AND THEN A NOSEDIVE... LIKELY DUE TO A VOLTAGE OR TEMPERATURE LIMIT"**

EXPERT'S VIEW

"The Kia EV3 is an interesting example of how the manufacturer has optimised the system for getting as much power into the battery as quickly as possible, but at the expense of a longer experience. It eventually hits the thermal limit and slows charging, with a graceful decline that ends at around 85 per cent."

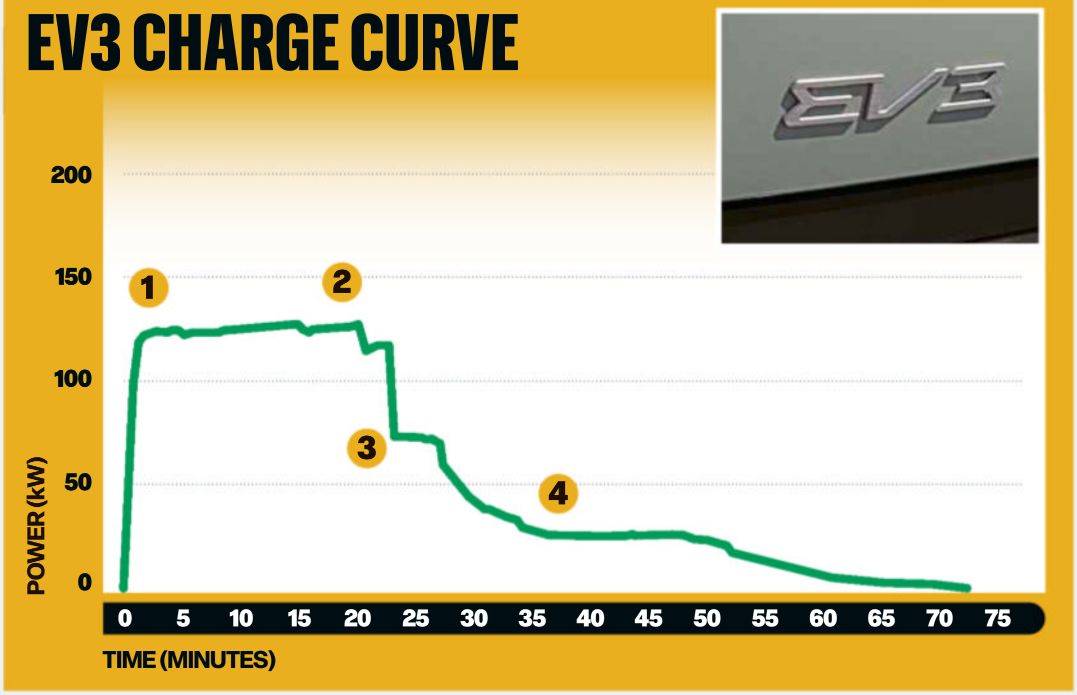
KIA TEST RESULTS

Battery size:	78kWh
Claimed peak charging rate:	135kW
Initial state-of-charge:	16%
Achieved peak charging rate/duration:	128kW/2 minutes
Adding 60% to battery:	27 minutes
Avg charge rate to 80%:	117kW
Charge time 80-100%:	28 minutes

1. FIRST PHASE

The Kia quickly reaches its maximum rate of 128kW – this is only marginally less than what the Korean firm states is possible and is impressive for what is a mainstream EV towards the more affordable end of the spectrum.

EV3 CHARGE CURVE



2. SECOND PHASE

After hitting peak speeds, the Kia EV3 maintains a high rate of charge, demonstrating how it has been designed for quick 15-minute-or-so charge sessions to suit its target customer. It's aimed at getting as much juice into the battery as much as possible over the shortest possible period of time.

3. THIRD PHASE

After a while, the EV3's charging speeds fall off a cliff, likely due to it reaching either a voltage or thermal limit. Still, by this point the battery has already reached roughly 70 per cent capacity, which should still be fine for that 'splash-and-dash' mentality, and ideal for a quick getaway.

4. FOURTH PHASE

After plateauing at 30kW until the car reaches just over 90 per cent, charge speeds began to drop exponentially until the EV3 was fully charged, going as low as 4-5kW towards the very end of the cycle, with the final 20 per cent charge taking longer than the bulk 60 per cent.

PEUGEOT E-3008

WHAT HAPPENED?

THE Peugeot E-3008 was one of the more disappointing performers in this test, taking more than 10 minutes to reach its peak rate – a figure that was significantly down on the capability that the French manufacturer claims.

After reaching this peak, the E-3008 immediately began to throttle back, only hovering around that point for three minutes or so. This downward staircasing continued throughout the majority of the rest of the charge cycle, with the rate spending very little time above 100kW. Peugeot was keen to point out that charging in colder conditions or starting from a different point than 20 per cent could lead to disrupted performance, but the E-3008 nevertheless stands out compared with the other cars in this test.

After an hour of charging, things slowed down even further, with the Peugeot winding back all the way down to just 13kW, taking well over an hour to charge the E-3008's rather large 73kWh battery from 80-100 per cent.

SLOW CHARGE Peugeot took over an hour to cycle through the last 80-100% phase of its charge, and was slow to reach its peak

> **"PEUGEOT WAS KEEN TO POINT OUT THAT CHARGING IN COLDER CONDITIONS OR FROM A DIFFERENT POINT THAN 20 PER CENT COULD LEAD TO DISRUPTED PERFORMANCE"**

EXPERT'S VIEW

"After ramping up, the Peugeot drops off a cliff after nearly no time at all. It didn't get that near the maximum rate, so it sounds like Peugeot is either overstating what it can do, or it gets there under such optimised laboratory conditions, that – as an owner – you're never going to see in the real world."

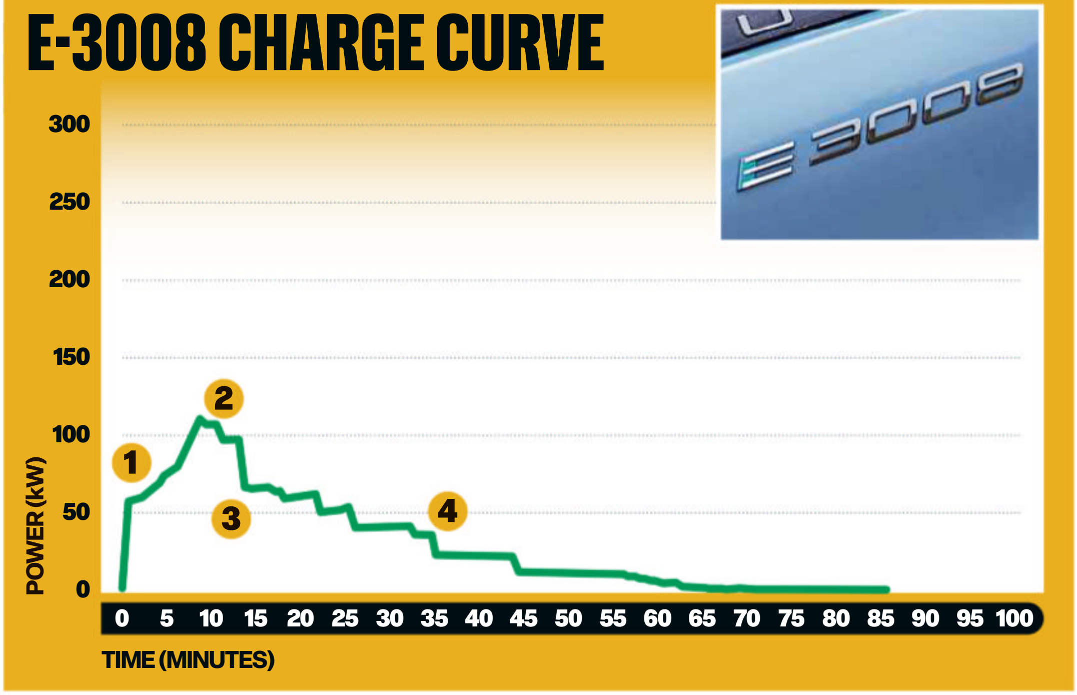
PEUGEOT TEST RESULTS

Battery size:	73kWh
Claimed peak charging rate:	130kW
Initial state-of-charge:	16%
Achieved peak charging rate/duration:	123kW/3 minutes
Adding 60% to battery:	38 minutes
Avg charge rate to 80%:	86kW
Charge time 80-100%:	74 minutes

1. FIRST PHASE

The Peugeot doesn't reach its peak charging speed all that quickly. In fact, it's one of the slowest cars here in this regard. However, after what is a relatively stable climb it then reaches a top charging rate of 123kW.

E-3008 CHARGE CURVE



2. SECOND PHASE

It may dip down slightly after a short while, but the Peugeot still maintains a relatively decent charging speed for a several minutes as it tops up. That said, once the battery reaches 45 per cent capacity, the rate at which it charges starts to drop significantly, by roughly 30kW.

3. THIRD PHASE

The sudden drop in charging rate is just the start of what then becomes a rapid staircasing down as the battery management system reads the charge, with the E-3008 topping up at just over 50kW once it hits 73 per cent capacity, thus completing the target 60 per cent top-up.

4. FINAL PHASE

It becomes a bit of a slog towards the end, with the Peugeot dropping its charging rate down to around 20kW at 90 per cent, tailing off to well under 10kW for the very final stages of the charge cycle – it ended up taking almost an hour to get the battery from 95 to 100 per cent.

PORSCHE TAYCAN

WHAT HAPPENED?

IT'S perhaps not surprising that Porsche would develop and produce one of the most sophisticated and effective battery management systems, but what is perhaps most impressive is how well the Taycan does at rapidly charging its huge cell.

Despite the German brand claiming a maximum 320kW rate for its EV, the Taycan peaked at just over 280kW and stayed there for only a few minutes. Nevertheless, the Porsche throttled back slightly and was able to maintain a strong speed of 250kW for around 10 minutes, topping up the battery to about 65 per cent before the management system kicked in and began pulling things back further.

Most impressive, however, is that even towards the very end, the Taycan never dipped below 50kW, showcasing the best of German engineering. On the other hand, a warning for a 'battery isolation fault' did stop the charge at 93 per cent and showed that a premium badge doesn't stop the Taycan from having faults.

Target charge reached at:
1:04 PM
Today
100 %
18 %
55 mi
259 kW
Precool/heat
18%

PEAK RATE The Taycan topped out at 280kW, but this was enough to achieve a 65 per cent charge in little over 10 minutes

> **"EVEN TOWARDS THE END, THE TAYCAN NEVER DIPPED BELOW 50kW, SHOWCASING THE BEST OF GERMAN ENGINEERING – BUT IT DID SHOW A BATTERY ISOLATION FAULT"**

EXPERT'S VIEW

"The Porsche is another good example of how to optimise a car to take as much charge as possible in a short space of time. It's almost straight in, holds a high level for a long time then doesn't go off a cliff. The Taycan constantly tries to do the best it can with the constraints of battery temperature and state of charge."

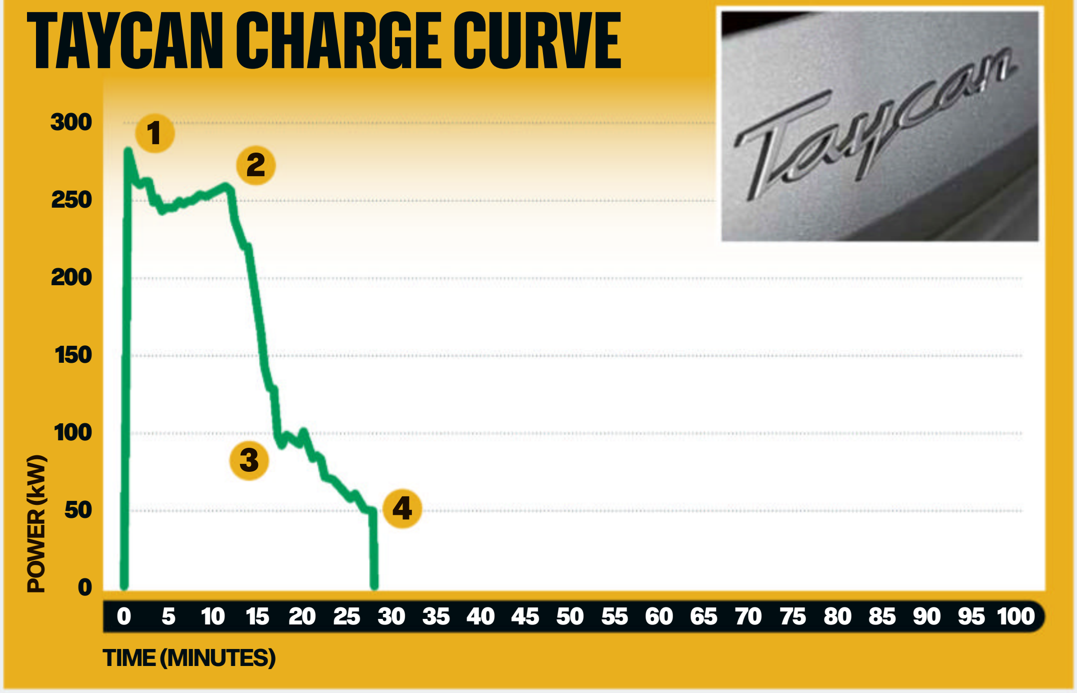
PORSCHE TEST RESULTS

Battery size:	97kWh
Claimed peak charging rate:	320kW
Initial state-of-charge:	14%
Achieved peak charging rate/duration:	282kW/3 minutes
Adding 60% to battery:	15 minutes
Avg charge rate to 80%:	243kW
Charge time 80-100%:	N/A (stopped at 93%)

1. FIRST PHASE

Reaching its peak speed almost instantly, the Taycan never got close to the figures that Porsche claims; in fact, the electric sports saloon was charging at around 40kW slower than stated by the manufacturer.

TAYCAN CHARGE CURVE



2. SECOND PHASE

Like the Kia EV3's, the Porsche's battery management is evidently designed for quick refuelling, with it holding the rate of charge at a relatively high point until it reaches its limits, in order to get as much electricity into the battery as possible in a short time.

3. THIRD PHASE

Here, the Porsche's charge rate begins to slow down, although the decline isn't anywhere near as severe as that which we saw on the Kia EV3. Also, it's only after the Porsche's battery hits 80 per cent capacity that charging speeds start to fall below 100kW.

4. FINAL PHASE

It took just over 10 minutes for the Porsche to reach 93 per cent, after which a battery isolation fault issued by the car forced the charger to stop issuing power; Porsche is yet to tell us what the cause of this may have been. However, it was still an impressive overall performance.

RENAULT 5

WHAT HAPPENED?

THE Renault 5 may only be a few hundred pounds more expensive than the Citroen e-C3, but as we can see from its graph, it boasts a much more sophisticated battery management system using a continuously variable algorithm, similar to the Volkswagen and Toyota.

However, the Renault doesn't reach its peak charging speeds all that quickly; it wasn't until the R5 had been charging for 10 minutes that it finally hit 87kW, which is still 13kW below the modest maximum rate stated by the brand. It didn't hold onto it for that long, either.

Nevertheless, the Renault 5 kept to its promise of 15-80 per cent top-ups in less than half an hour and generally didn't slow down the rate of charge all that much until it hit that threshold. Right at the end you can also see the Renault generating a staircase-style effect on the graph, indicating that at higher levels of charge the car switches to a more rudimentary algorithm – we assume this to be to preserve long-term battery health.

SOPHISTICATED The R5 has a more advanced battery management system than found in other inexpensive electric models here

> **"IT KEPT TO ITS PROMISE OF 15-80 PER CENT TOP-UPS IN LESS THAN HALF AN HOUR AND GENERALLY DIDN'T SLOW DOWN THE CHARGE UNTIL IT HIT THAT THRESHOLD"**

EXPERT'S VIEW

"The Renault may be an inexpensive EV like the Citroen, but it's doing a better job in its battery management – although, it doesn't sustain power for long. It doesn't quite reach maximum power, but it does have a long, shallow curve after its peak. After this, it goes from a variable rate to a standard staircase output."

RENAULT TEST RESULTS

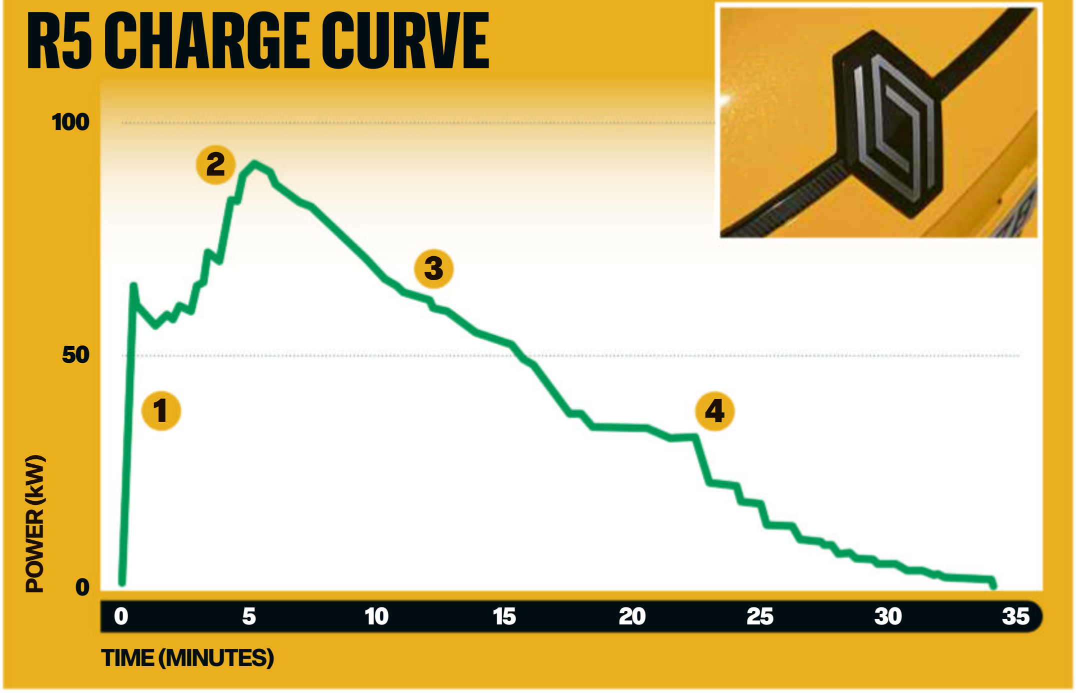
Battery size:	52kWh
Claimed peak charging rate:	100kW
Initial state-of-charge:	11%
Achieved peak charging rate/duration:	87kW/2 minutes
Adding 60% to battery:	26 minutes
Avg charge rate to 80%:	65kW
Charge time 80-100%:	34 minutes

1. FIRST PHASE

As was common with several cars in our test, the Renault's battery management system requested too much power at first, reducing its charge rate to under 60kW before then slowly rising in an inconsistent fashion.

HY25 AZB
150

R5 CHARGE CURVE



2. SECOND PHASE

The peak speed achieved by the R5 during our test was only 87kW, which is 13kW below Renault's claims. While it's more than the similarly priced Citroen achieved, which also shares a fairly low claimed 100kW maximum, it isn't quite what Renault says it should be capable of.

3.THIRD PHASE

After reaching its peak speed, the Renault 5 throttles back creating a gradual slope downwards. This means charging rates don't slow down that quickly, meaning the R5 hit the 60 per cent top-up target within Renault's stated time period despite never reaching 100kW.

4.FINAL PHASE

As it approaches full capacity, the R5's battery management system switches to a look-up table algorithm, adjusting the rate of charge every three per cent or so. The steps are steep at first, although at the end the rate plateaus again, taking almost 10 minutes to get from 99 to 100 per cent.

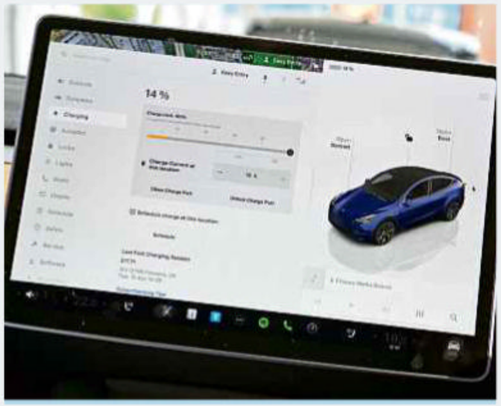
TESLA MODEL Y

WHAT HAPPENED?

IT'S no surprise that Tesla – a brand that has been making electric cars since 2008 – would incorporate some of the most hi-tech battery management algorithms within the industry. It is a shock, however, to see that the Model Y wasn't able to achieve anything close to what Tesla claims during our test.

Tesla tells us that the reason for this is that we had not pre-conditioned the car's battery, yet this was the case for all cars in the test – many of which were able to achieve their maximum rates. After reaching roughly 100kW less than Tesla claims is possible, the Model Y began reducing its charging rate through what appears to be a continuously variable algorithm, similar to the likes of the Ford, Porsche and Renault.

Unlike those cars, the Model Y took what felt like an age to fully charge, dropping down to under 50kW only minutes after topping-up by 60 per cent. It also didn't manage to completely fill its battery, cutting out just beforehand at 99 per cent charge.



BEHIND THE CURVE Tesla claims that the battery needs to be pre-conditioned to achieve maximum charging – we found it slow

> **"AFTER REACHING ROUGHLY 100kW LESS THAN TESLA CLAIMS IS POSSIBLE, THE MODEL Y BEGAN REDUCING ITS CHARGING RATE, DROPPING TO UNDER 50kW"**

EXPERT'S VIEW

"Tesla has been in the game a long time and has a pretty sophisticated battery management system, so its cars tend to reach peak power quickly – although this didn't get close, nor hold it for very long. Otherwise, it's well controlled and it's clear with Tesla's battery longevity that it's doing well at remaining in a safe operating area."

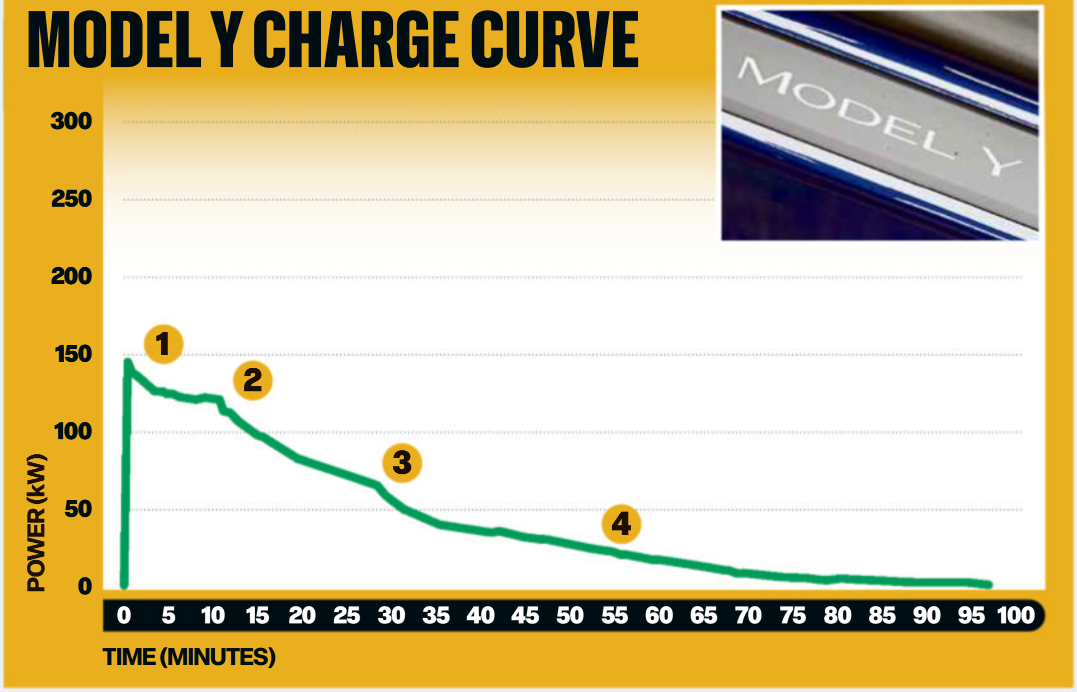
TESLA TEST RESULTS

Battery size:	75kWh
Claimed peak charging rate:	250kW
Initial state-of-charge:	14%
Achieved peak charging rate/duration:	145kW/1 minutes
Adding 60% to battery:	30 minutes
Avg charge rate to 80%:	103kW
Charge time 80-100%:	63 minutes (99%)

1. FIRST PHASE

The Tesla was one of the fastest cars on the test to hit its peak speed – in this case being 145kW. It only held it at this point for a minute, though, and even this was over 100kW less than what Tesla claims is possible.

MODEL Y CHARGE CURVE



2. SECOND PHASE

Tesla has had years to refine its battery-management technology and you'll see from this steep curve that the Model Y uses a continuously variable system, rather than a more rudimentary look-up table algorithm to determine charging speeds.

3.THIRD PHASE

Tesla says that a 20-80 per cent top-up should take around 20-25 minutes at one of its Superchargers. At a similarly powered non-Tesla EV charger, shared with the rest of the cars on test here, the Model Y took roughly 30 minutes to get from 14-74 per cent.

4.FINAL PHASE

The Model Y took just over an hour to charge its battery to full from 80 per cent. For much of that time, towards the upper capacity of the battery, it was charging at rates as slow as just one kilowatt before finally cutting power completely at 99 per cent capacity.

TOYOTA BZ4X

WHAT HAPPENED?

TOYOTA may be lagging behind in the EV game, but the bZ4X put on a decent showing in our test, getting close to its claimed peak charging rate after a couple of minutes ramping up – but only for about a minute or so.

After this point, the Toyota immediately began throttling back, but it was able to stay above 100kW for about 10 minutes – the time most people need to pop to the loo and maybe grab a coffee at a service station. In this time, the bZ4X almost reached 50 per cent battery capacity, taking a further 15 minutes to finish the 60 per cent top-up portion of our test.

Things got pretty sluggish towards the end, though, taking roughly 29 minutes to get from 80-100 per cent charge. This is mostly due to the fact that once the bZ4X hit 99 per cent, the charging speed fell off a cliff almost entirely, going down to less than 15kW and taking almost six minutes to add the final one per cent.

QUICK PEAK While the final phase was slow, the Toyota's performance over a 10-minute period added a useful amount of charge.

> “IT WAS ABLE TO STAY AT 100kW FOR ABOUT 10 MINUTES – THE TIME MOST PEOPLE NEED TO POP TO THE LOO AND MAYBE GRAB A COFFEE AT A SERVICE STATION”

EXPERT'S VIEW

“The Toyota is very well controlled; it doesn't staircase up and is updating its charge current every few seconds to get the best it can. However, look how short a time it spends at its peak – it does get pretty close to the claimed peak rate, but probably wouldn't have stayed for much longer, even if pre-conditioned.”

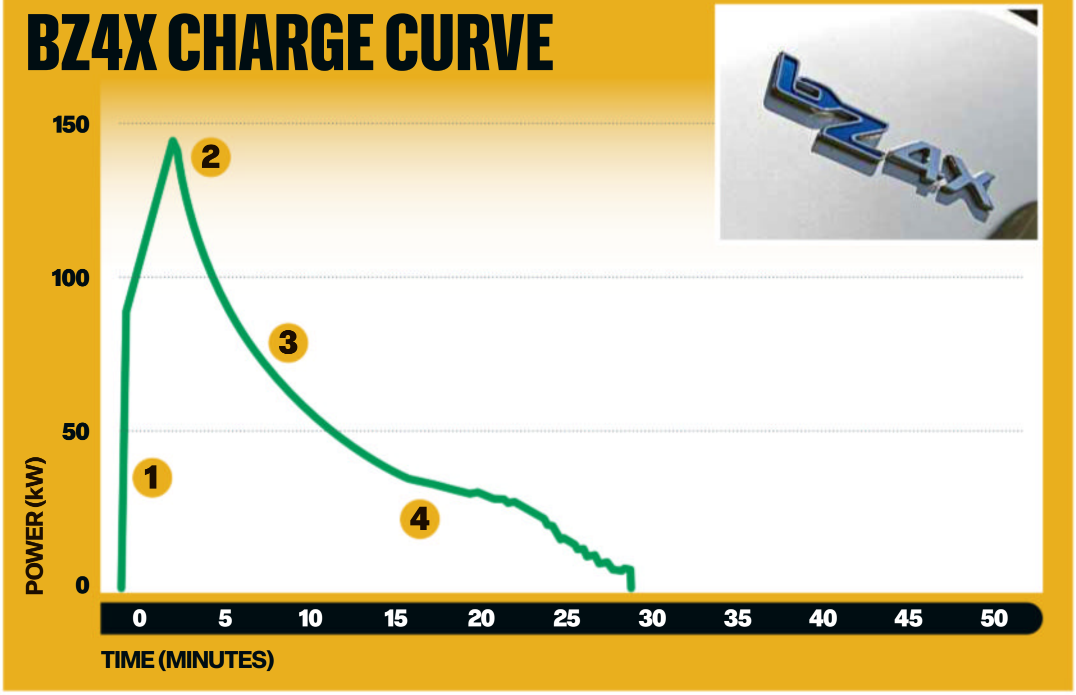
TOYOTA TEST RESULTS

Battery size:	64kWh
Claimed peak charging rate:	150kW
Initial state-of-charge:	14%
Achieved peak charging rate/duration:	147kW/1 minute
Adding 60% to battery:	26 minutes
Avg charge rate to 80%:	96kW
Charge time 80-100%:	29 minutes

1. FIRST PHASE

The Toyota took a couple of minutes to reach its peak – it didn't demand too much electricity then drop power delivery like the Renault and BYD, though. Once it got to its peak, it was within a few kW of Toyota's claims.

BZ4X CHARGE CURVE



2. SECOND PHASE

The bZ4X only hit its peak rate for a minute before plunging down a relatively steep curve, dipping down below 100kW roughly five minutes later. The high charge rate up until this point does mean that it is sitting at around 50 per cent capacity by the time it gets to this stage, though.

3. THIRD PHASE

After a while, the bZ4X's curve begins to flatten out somewhat, quickly dipping to below 50kW shortly after the Toyota reached the milestone figure of 60 per cent of capacity added to the battery. But in a fast-charging scenario over a 10-minute period, it did add charge quickly.

4. FINAL PHASE

You can see that, towards the final minutes of the bZ4X's charging session, it begins to create something of a staircasing effect as the charge rate keeps ramping down to a slower level; the final five per cent of its charging takes over 12 minutes to complete.

VOLKSWAGEN ID.7

WHAT HAPPENED?

BOTH the Ford Capri and Volkswagen ID.7 share VW Group's MEB platform, so given that the former performed so well in this test, we weren't surprised to see similar results for the latter – even if it boasts a slightly larger battery pack.

The Volkswagen maintained its peak speed for roughly the same amount of time as the Ford, and both also managed to hit the manufacturer's claimed maximum. The general curve on the graph is similar to the Ford's as well, with the VW holding onto a decent rate for around five minutes before beginning a shallow descent.

In fact, it isn't until the VW's battery hits 76 per cent capacity – slightly over that of a charge session to add 60 per cent – when the rate drops below 100kW. From here, the VW's continuously variable algorithm maintains a smooth curve until capacity passes 92 per cent, when speeds begin dropping. That said, the 80-100 per cent charge was completed in 16 minutes, which is less than a quarter of the time than the smaller-battery Tesla or Peugeot took.

CHARGING AHEAD The ID.7 impressed us with the speed and accuracy of its charging; 80-100% in 16 minutes was the best we saw

> **"THE VOLKSWAGEN MAINTAINED ITS PEAK SPEED FOR ROUGHLY THE SAME AMOUNT OF TIME AS THE FORD, AND BOTH MANAGED TO HIT THE CLAIMED MAXIMUM"**

EXPERT'S VIEW

"The Volkswagen shows similar results to the Ford and they're almost certainly using a very similar battery chemistry and management system. After a quick ramp up, there's a dip near the beginning of the charge, but it then does a good job of staying over 100kW for a large proportion of the time."

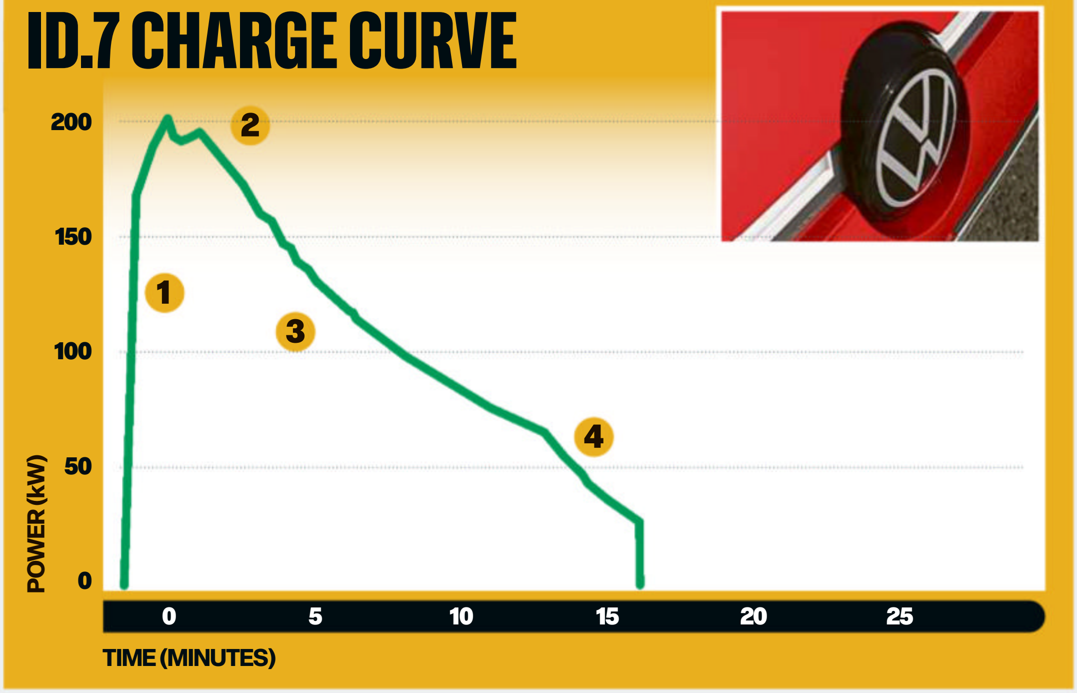
VOLKSWAGEN TEST RESULTS

Battery size:	86kWh
Claimed peak charging rate:	200kW
Initial state-of-charge:	12%
Achieved peak charging rate/duration:	200kW/3 minutes
Adding 60% to battery:	21 minutes
Avg charge rate to 80%:	156kW
Charge time 80-100%:	16 minutes

1. FIRST PHASE

It took just over three minutes for the Volkswagen ID.7 Tourer to reach its maximum rapid charging rate of 200kW; not only did it hit VW's claims, but it also maintained that rate for a couple of minutes.

ID.7 CHARGE CURVE



2. SECOND PHASE

Volkswagen has tuned its battery management system well to hold onto a high rate of charge for a decent amount of time, so it isn't until the ID.7 hits around 50 per cent of its total capacity when speeds start declining at any notable rate. Even then, it's a steady and regulated drop.

3. THIRD PHASE

The shallow slope downwards means the ID.7 is able to keep charging at over 100kW roughly until it surpasses three quarters of battery capacity, having added more than 60 per cent's-worth of energy by this point. This is particularly useful for those who need to cover long journeys frequently.

4. FINAL PHASE

Even right at the end, the Volkswagen doesn't slow down its charging rate all that much; the slowest we see it charging at all is at 35kW. Throughout the entirety of the charge (not just the 60 per cent portion) we see an impressive average speed of 123kW.

GUILTY AS CHARGED: ARE CHARGING RATES AN

IF you haven't ever charged an electric car, you might be shocked to see how many of the cars tested didn't hit the claimed maximum charge rate – and how even fewer held at this point for more than a minute or so.

In fact, the majority of the models we tested averaged around two thirds – or less – of the manufacturer's claimed rates while adding 60 per cent of capacity to their batteries, despite still reaching estimated charge times.

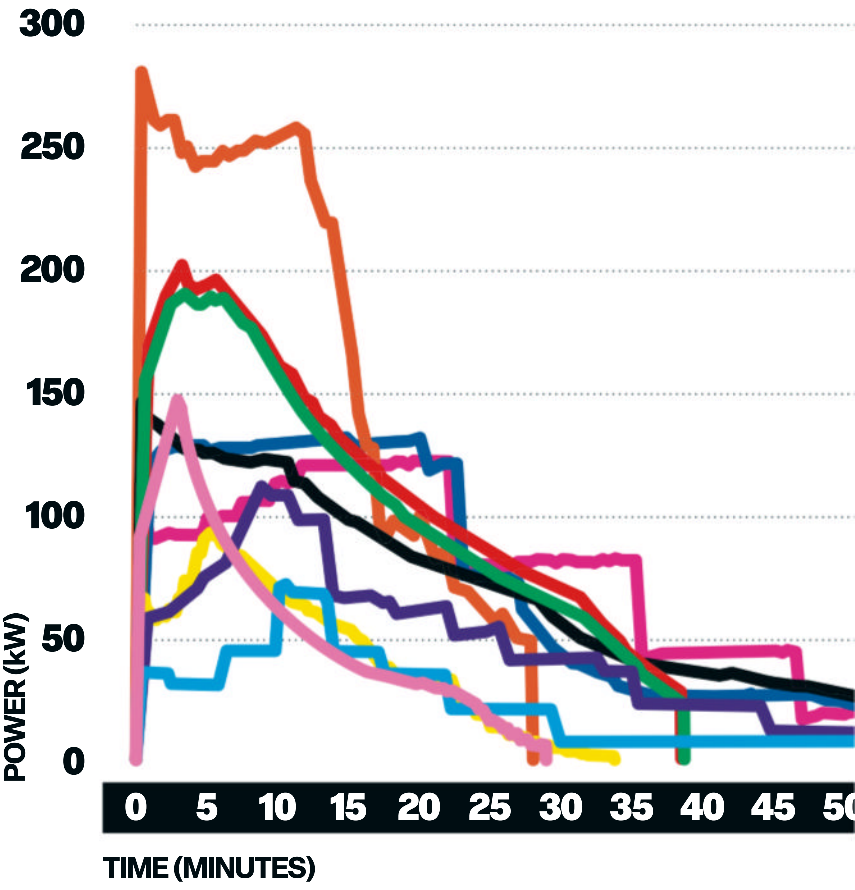
Several manufacturers have told us that the real reason their cars didn't reach the stated targets is because we didn't pre-condition the batteries. However, this was done to create a level playing field for all the cars; and given how some models were able to get there without additional steps, it would be fair for drivers to expect that this to be the same across the board. The difference between the way EVs charge is as stark as it is surprising.

Ultimately, this test is more useful for illustrating how the maximum charge rate of a car really is exactly that – a maximum – and is far from telling the whole story.

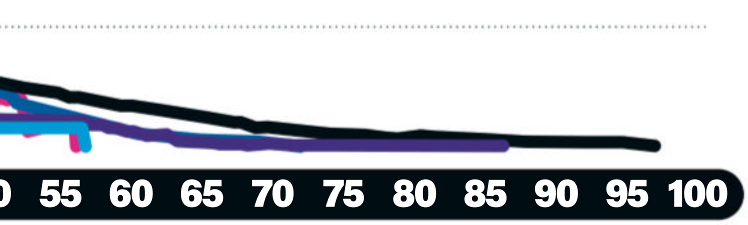
It also shows how plugging your car in at, say, 85 per cent, and expecting the claimed maximum charging rate is a fool's errand – all of the cars we charged achieved their best rates when the battery was low, dialling back power as the cells fill up. Above 80 per cent, public charging isn't a good use of time.

So, is it the charger or your car that's causing the shortage of kilowatts? It could be either, but expecting your car to hold the manufacturer's claimed speeds for the duration of a charging session is definitely naive.

> **"EXPECTING THE CLAIMED MAXIMUM CHARGING RATE IS A FOOL'S ERRAND"**



INDUSTRY MYTH?



KEY TO THE CARS

- ● BYD Seal
- ● Citroen e-C3
- ● Ford Capri
- ● Kia EV3
- ● Peugeot E-3008
- ● Porsche Taycan
- ● Renault 5
- ● Tesla Model Y
- ● Toyota bZ4X
- ● VW ID.7

MIXED BAG Our real-world analysis showed that charge rates over a cross-section of cars were hugely variable, but most matched the 20-80 per cent charge times quoted by their makers

Taycan took the fastest charge in our test

EV CHARGING TIPS

1. PRECONDITION YOUR BATTERY

AS much as we said that whether or not you've pre-conditioned the battery shouldn't matter, getting your car's battery up to the right operating temperature should mean it hits peak speeds more quickly. In some cars you can do this manually at a push of a button, while others integrate this into EV route planning features within the sat-nav.

2. ONLY RAPID CHARGE AT LOWER BATTERY PERCENTAGES

MOST cars have limits on how fast they can charge at higher percentages, to preserve the condition and life of the battery. With this in mind, be sure to plug-in only when the battery gets low, to avoid sitting around for a while.

3. USE 'SPLASH AND DASH' TRICK

IF you're in a rush, rather than waiting while your car charges at only a few kW as the battery nears 100 per cent, a better idea is to set off and pull over again later to add however much more you need at a higher rate – it will be much quicker.

4. PLAN YOUR TRIP AHEAD OF TIME

IT'S a good idea to plan your journey in advance, because rates can vary so differently between rapid chargers that you might be better off taking a detour to access one with a higher power output, to get you back on the road more quickly.

5. CHARGE AT HOME WHEN YOU CAN

OUR test begs the question: why charge away when you can charge at home? Of course, it's not always possible to do so, but plugging-in before you set off could save you a lot of time, effort and money.

The best way to charge is at home while your car is sitting doing nothing. Although cars prefer to default to 80 per cent charge to preserve battery life, topping up to 100 per cent at home ahead of a longer run will minimise public charging.

TOP 10 GAME-CHANGING EVs COMING SOON

Among the flood of electric cars on their way to the UK, these are the ones you need to know about

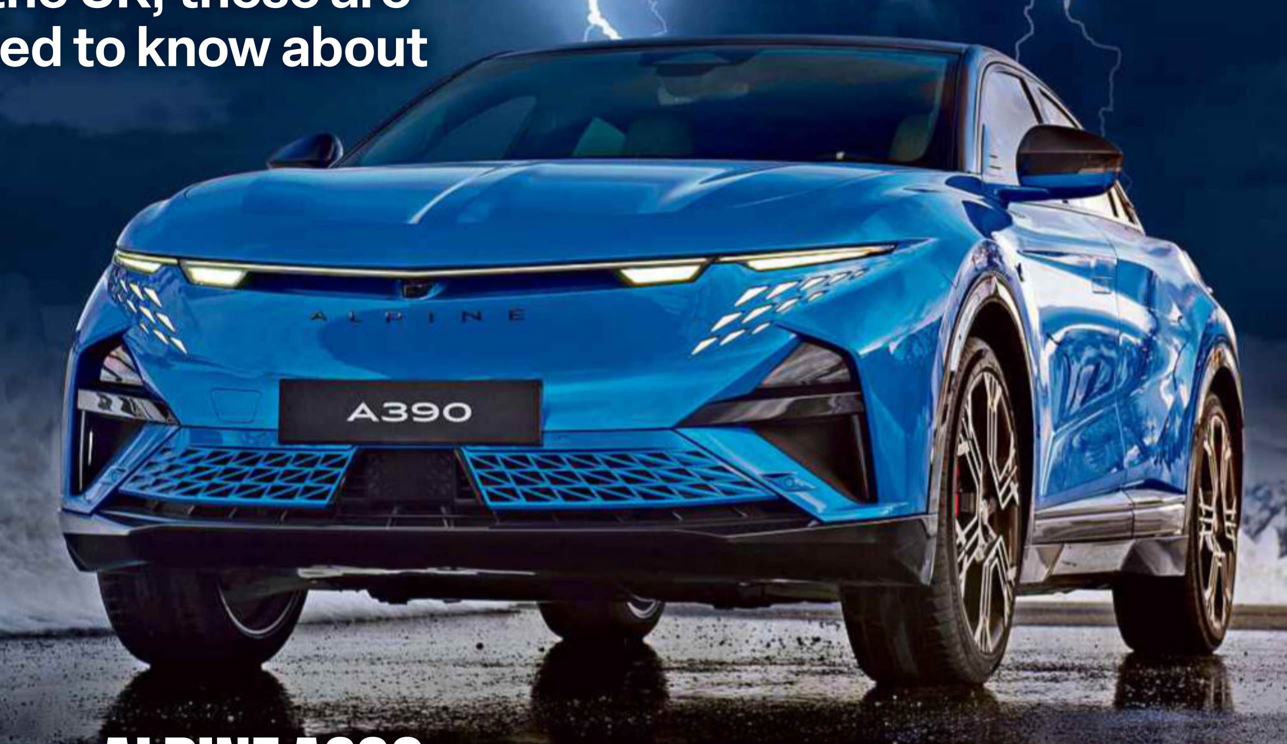
Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

TURN the clock back to 2010 and there was just a handful of electric cars on the market. But today there seems to be a brand-new EV being unveiled every other day.

Yet it's not the sheer amount of EVs being launched that's impressive, or the numbers sold these days (they made up nearly 20 per cent of all new-car sales in the UK in 2024). It's the diversity of models, the level of affordability and the fact that nearly every mainstream brand makes at least one electric car.

With such a vast range of models on the horizon, we decided to thin the herd and highlight what we think are the 10 most exciting electric cars you need to know about.



ALPINE A390

THE phenomenal Alpine A110 going electric next year is a huge deal, but more pressing than that is the arrival of the all-new Alpine A390. This is arguably a more important moment for the performance brand, too, because the athletic 'Sport Fastback' will offer the first evidence of whether this 70-year-old sports-car maker can remain true to its core principles of agility and lightness, and thrill drivers, as it tries to expand its customer base with much bigger models.

To instil a feeling of agility and lightness in a 2.1-tonne SUV, Alpine has fitted a bespoke triple-motor powertrain that delivers up to 464bhp and 808Nm of torque – so 0-62mph takes 3.9 seconds. But by managing each motor's output precisely, the set-up offers torque vectoring to allow the car to pivot around curves and feel lighter.

WE'VE DRIVEN IT

OUR first taste of the A390 wasn't actually on the road. We went for a blast in a prototype on a frozen lake, which proved to us that all of Alpine's efforts weren't just for marketing purposes. The brand has managed to make this hefty car feel much lighter than it actually is.

AUTO EXPRESS

THE TOP 10 EVs YOU NEED TO KNOW ABOUT

BMW iX3

WE are tantalisingly close to the start of a new era for BMW design and tech as part of the 'Neue Klasse' movement, with around 40 new and updated models set to be launched by the end of 2027. The first to arrive will be the next-generation iX3 that's due to be unveiled at the Munich Motor Show in September.

It will be the first BMW to feature the new Panoramic iDrive system, which stretches across the width of the dash. There's a brand-new scalable platform with an 800V electrical architecture, more efficient and lighter e-motors, plus a lighter yet more energy-dense battery design.

FERRARI ELETTRICA

IF there's one brand that you'd think would hold off making an EV until the day petrol was outlawed, it's Ferrari. Yet development is well under way on the company's first EV. Details are still thin on the ground at the moment, but it might actually be called the Ferrari Elettrica (Ferrari Electric).

It's believed to feature virtual-gearbox tech and a choice of "historical, modern or futuristic, adrenaline-filled, relaxed" soundtracks to offer a more engaging driver experience, similar to what Hyundai has done with the Ioniq 5 N. Based on photos of prototypes, we believe the Elettrica is a four-door, lower-slung alternative to Ferrari's Purosangue SUV.

Automedia

WE'VE DRIVEN IT
PAGE 22

NISSAN LEAF

THE Nissan Leaf may have led the charge for mainstream EVs, but the pioneer fell by the wayside after the arrival of more advanced and affordable rivals. Enter the Mk3 Leaf, which sees the humble family hatchback transformed into a sleek coupé-SUV that is guaranteed to turn more heads than either of its predecessors.

Entry-level models will offer 270 miles of range from a 52kWh battery, while those fitted with the larger 75kWh pack can cover up to 375 miles on a single charge. Nissan is also keen to point out that the swooping shape doesn't come at the expense of practicality.

HYUNDAI IONIQ 6 N

THE Hyundai Ioniq 5 N is a tech marvel, and one of the most engaging EVs that we've driven. But the new Ioniq 6 N could be even better, and it'll need to be, because it's going up against the legendary BMW M3.

The ultra-streamlined saloon's chassis has been thoroughly re-engineered, and its suspension geometry redesigned with adaptive dampers. Its dual-motor powertrain produces 641bhp – roughly 100bhp more than the latest M3 CS – and with the N Launch Control function activated, 0-62mph is dispatched in only 3.2 seconds.

WE'VE DRIVEN IT

THE result of Hyundai's hardware and software upgrades is a driving experience in the Ioniq 6 N that is more visceral than the already thrilling 5 N. It has more of a rear-drive character and feels very adjustable, while the 'N Drift Optimiser' lets you safely explore the joys of getting sideways.

PEUGEOT E-208 GTi

RENAULT isn't the only French firm that has returned to its roots, because Peugeot is finally getting back into the hot-hatch game after a five-year hiatus. Not only that, it has revived the hallowed GTi badge.

The new E-208 GTi is front-wheel drive only, using an e-motor that spits out 276bhp and 345Nm of torque – more than twice as much as the original 205 GTi had, and enough for 0-62mph in 5.7 seconds.

The Alpine A290 – based on the Renault 5 EV – delivers similar amounts of power, but what it doesn't have is a mechanical limited-slip differential that will help the E-208 GTi get its power to the road and boost cornering ability. The steering is also supposed to be more responsive than the set-up on the regular version of Peugeot's supermini, plus there's a new "unique onboard immersive sound experience", stiffer sport suspension, a revised rear anti-roll bar and larger front brakes with four-piston calipers.

"PEUGEOT IS FINALLY GETTING BACK INTO THE
AND NOT ONLY THAT, IT'S REVIVED THE HALL

POLESTAR 5

FIVE years ago, we laid eyes on the striking yet elegant Polestar Precept concept, which previewed a future flagship GT that could compete with cars such as the Porsche Taycan and Lotus Emeya. The all-new Polestar 5 will be that very car, and it's been developed right here in the UK.

Behind those distinctive headlights and the sculpted bodywork is a bespoke bonded-aluminium chassis that reduces weight while increasing torsional stiffness. Elsewhere, dual motors will put out 874bhp and 900Nm of torque. The 5 will only seat four people, but its dramatic design with no rear window should provide as much space as possible for rear-seat passengers to enjoy.

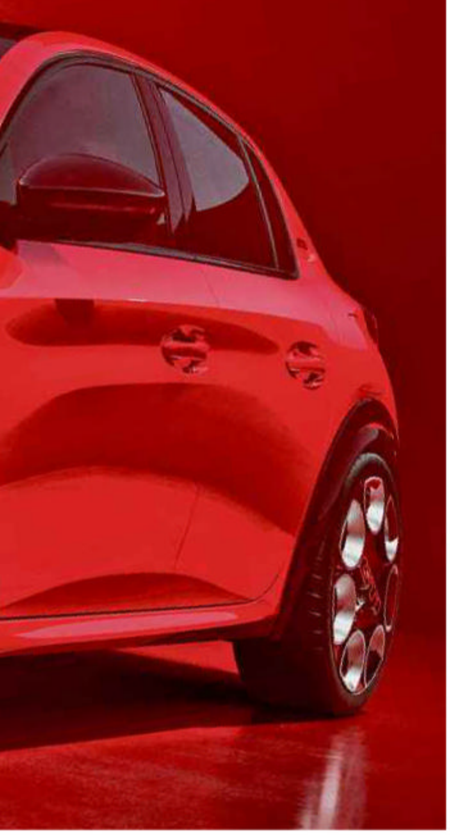
PORSCHE BOXSTER

MOST driving enthusiasts (including us here at Auto Express) still haven't come around to the idea of a petrol-less sports car, but if there's one company that might be able to convince us otherwise, it's Porsche.

The Taycan and Macan Electric are among the best-handling EVs around, plus the fully electric Boxster and Cayman due to be unveiled this year will use a bespoke platform featuring a mid-mounted battery design. This aims to get as close as possible to the weight distribution and centre of gravity of a mid-engined sports car, while also maximising range and minimising weight. By not having the batteries under the floor, the driving position should be lower, too.

Automedia

HOT-HATCH GAME,
LOWED GTi BADGE”



RANGE ROVER ELECTRIC

THE Range Rover has been the king of the hill, jungle and basically any challenge that has dared stand in its way over the past 55 years, and none of that will change with the arrival of the first-ever electric version, which rather unimaginatively, has been christened the Range Rover Electric.

Despite a colossal 118kWh battery that will provide more than 300 miles of range, and two e-motors producing 542bhp and 850Nm of torque, we're told the weight isn't excessively more than any other versions of the luxury SUV. Plus JLR's engineers have preserved its off-road capabilities, while also making it utterly silent for the most refined driving experience possible. Sadly, the car isn't due to arrive until 2026, but that certainly hasn't stopped more than 64,000 people joining the wait list for it.

WE'VE DRIVEN IT

THE Range Rover Electric doesn't concern itself with antics like the electric Mercedes G-Class's tank turn. Instead it lets you enjoy your surroundings in absolute silence, as you effortlessly tackle any obstacle Mother Nature may present, thanks to the immediate response of the e-motors, combined with JLR's Terrain Response and Integrated Traction Management systems.

VOLKSWAGEN ID.2

IT'S hard to overstate the significance of the Volkswagen ID.2, which is due to make its world debut at September's Munich Motor Show. The supermini EV will mark the start of a new era of VW design, both inside and out, with its friendly, much more familiar styling, which was previewed by the ID.2all concept in 2023. The brand is also promising big improvements in interior quality, and physical buttons are to make a proper comeback following feedback from customers and the Auto Express team.

VW promised in 2019 that it would deliver genuinely affordable EVs, and now the ID.2 (expected to cost from about £20k) is finally arriving, with the closely related sportier Cupra Raval supermini and Skoda Epiq and VW ID.2X small SUVs to follow.

> “THE SUPERMINI EV WILL MARK THE START OF A NEW ERA OF VW DESIGN INSIDE AND OUT”

CASH & CA

Premium BMW 3 Series and Mercedes C-Class plug-in hybrid estates lock horns. Is one l

Pete Gibson

"UPMARKET ESTATE CARS HAVE ALWAYS BEEN POPULAR, AND IN RECENT YEARS THEY HAVE BECOME THE GO-TO ALTERNATIVE TO THE SUV"

RRY

oads better than the other?

ESSENTIALS

BMW 330e Touring M Sport

Price: £48,985
Powertrain: 2.0 turbo 4cyl PHEV, 288bhp
0-62mph: 6.0 seconds
Test efficiency: 43.2mpg (with flat battery)
Official EV range: 59 miles
Annual VED: £620

Mercedes C 300 e Estate Urban Edition

Price: £52,220
Powertrain: 2.0 turbo 4cyl PHEV, 309bhp
0-62mph: 6.2 seconds
Test efficiency: 46.2mpg (with flat battery)
Official EV range: 67 miles
Annual VED: £620

BMW 330e vs MERC

Old rivals get improved PHEV tech to woo company-car drivers

UPMARKET estate cars have always been popular. In recent years they have become the go-to alternative to the SUV, often delivering more usable space, as well as a more sophisticated and sporty drive.

A pioneer of the breed is the BMW 3 Series Touring. It was first introduced with the E30 generation and has remained popular with buyers ever since. The 330e plug-in hybrid joined the line-up with the arrival of the current seventh-generation G20 model; this version is designed to be attractive to company-car users, thanks to its mix of added practicality and low emissions that don't demand EV-style compromises in range.

The 3 Series Touring's arch-rival in the sector is the Mercedes C-Class Estate. It's also available as a plug-in hybrid, called the C 300 e, and just like the BMW, the evolution of its PHEV powertrain has boosted its efficiency and given it a longer all-electric range.

Thanks to changes in company-car taxation, these petrol models are edging closer to EVs in terms of Benefit-in-Kind costs, but do they also make sense as practical family holdalls? There's only one way to find out, as we pitch these executive load luggers head to head.

CONTENDERS

BMW 330e Touring

THE 330e estate uses the same plug-in hybrid drivetrain as the saloon, with updates in 2024 boosting its efficiency. There's a 2.0-litre turbocharged petrol engine and an electric motor, while the 12kWh battery that featured when the car first appeared in 2022 has been replaced by a larger 22.3kWh pack. That means a longer all-electric range, plus CO2 emissions as low as 20g/km. As with the standard Touring, Sport and M Sport trims are available, with the latter as tested costing £50,235.

HEAD TO HEAD

ON THE ROAD

BMW often produces cars that are sportier to drive than rivals, while Mercedes focuses on comfort. That's exactly the case here, but the 330e manages to deliver a better balance between entertaining handling and cruising comfort that gives it an advantage. Both cars are punchy off the line thanks to their electric assistance, but the weight of the drive battery also means they're not quite as agile as their petrol counterparts.

TECH HIGHLIGHTS

VAST, high-resolution displays are the order of the day here, with the BMW featuring a larger 14.9-inch widescreen panel than the 11.9-inch unit found in the Mercedes. There's plenty of functionality for both models, although the BMW's iDrive controller helps to make it more user-friendly than the MBUX system on the C-Class. Both cars feature sharp 12.3-inch driver's displays that are highly configurable and easy to read.

PRICE AND RUNNING

DESPITE having a smaller battery, the Mercedes has a longer claimed all-electric range than the BMW. Neither car can be run completely flat because a certain amount of charge is retained to help the engine deliver some semblance of efficiency. On our test, the C-Class proved to be more frugal once the battery was low, returning 46.2mpg compared with 43.2mpg for the BMW. The Merc has a larger fuel tank, too.

EDES C 300 e

Mercedes C 300 e Estate

BEFORE the BMW gained a bigger battery, the C 300 e held an advantage over the 330e for electric capacity. The petrol side of the set-up is the same as the BMW's, with a 2.0-litre turbocharged petrol engine, while the electric motor is driven by a 19.5kWh battery. However, even with the smaller pack, Mercedes claims an all-electric range of 67 miles, eight miles more than the 3 Series. We're testing the C 300 e Urban Edition, which is the entry point to the range and costs £52,220.

OLD RIVALS
BMW's 3 Series Touring and Merc's C-Class Estate have been slugging it out for years in the premium junior-exec sector

PRACTICALITY

THERE are sacrifices to be made to include PHEV power, but the 330e has fewer compromises. The 410-litre boot is 50 litres ahead of the C 300 e's, but is 90 litres down on a petrol 3 Series Touring. At least the separately opening tailgate glass remains. The Mercedes' 360-litre boot is 130 litres down on a petrol C-Class, plus there's a high floor to contend with. Neither car has dedicated storage for charge cables.

SAFETY

THERE'S a long list of safety kit on both cars, although you have to upgrade to the C 300 e AMG Line Premium Plus to be able to add Merc's £1,695 Driving Assistance Package Plus. This includes blind-spot assist, active braking, exit warning and route-based adaptive cruise control, among others. BMW includes blind-spot detection in the £1,250 Driving Assistant Professional pack, and it can be added to any version.

OWNERSHIP

EVERYDAY costs will be low if you keep the drive battery charged, although only the Mercedes has high-voltage DC charging on offer. A modest 55kW speed means the battery can be replenished in 20 minutes. While the BMW is slower to top up, there are ownership benefits elsewhere. The five-year Service Inclusive package works out at £209 a year, compared with £504 a year for Merc's three-year offering.

WHILE the BMW 3 Series is into its seventh generation as a saloon, the Touring estate is only on its sixth incarnation, because a wagon version of the original 3 Series was never produced. The current car has petrol and plug-in hybrid powertrain options in the shape of the 320i and 330e (diesel power was dropped with the late 2024 update), while higher-performance M340i and M3 Touring options are also available. There are Sport and M Sport trims, and it's the latter in 330e guise we're testing here, priced as £50,235.

ENGINES & PERFORMANCE 4.5/5★

BMW's plug-in hybrid powertrain has evolved over time, but the basic configuration remains the same. Petrol power comes from a 2.0-litre turbocharged engine that's connected to an eight-speed twin-clutch automatic gearbox, while a 66bhp electric motor is sandwiched between them.

This layout is designed with packaging in mind and also means the motor is seamlessly integrated into the system. It takes its power from a drive battery that has increased in capacity – up from 12kWh to 22.3kWh – but while this adds 70kg to the car's overall kerbweight, it doesn't take up any more room than the pack that it replaces.

The 330e is rear-wheel drive (xDrive was dropped with the most recent update), and a combined power output of 288bhp is quoted, with torque of 420Nm on offer. This is good enough to give the Touring estate a 0-62mph time of six seconds exactly, which is 0.2 seconds faster than the more powerful (but also heavier) Mercedes C 300 e.

DRIVING 4.6/5★

THE 3 Series has consistently delivered a connected and involving drive, even in estate guise, although the extra weight of the 330e's hybrid drivetrain does dull its sharp edges.

AROUND TOWN Light controls and responsive steering mean that the 3 Series Touring is a breeze to drive around town, while the hybrid drive system delivers instant responses. With a full charge, the 330e sticks resolutely with electric drive. When the engine does cut in, there is some noise from under the bonnet, but it's not intrusive.

There is a slight fidgeting to the ride on the M Sport model, but it's not harsh enough to be considered uncomfortable, and if you want to improve the car's performance in this area, BMW offers adaptive dampers as an option.

A & B-ROADS It's on faster roads where the 3 Series Touring really comes into its own, because it delivers not only practicality for the family, but also entertaining handling for the driver. While the steering wheel feels soft to hold, the rack delivers instant responses and reasonable feedback, and the car's chassis is well balanced. The brake pedal is firm, but this only helps to contribute to the car's sporty feel. The only minor issue is the 330e's slightly heavier kerbweight, because the hybrid powertrain blunts the sharpness you find in other versions of the 3 Series.

Stick to electric, and the 330e can travel in zero-emissions mode at speeds of up to 87mph in Electric mode, although this is lowered to 68mph when in Hybrid mode.

MOTORWAY There's plenty of mid-range performance on offer, with the electric motor working in tandem with the engine to deliver a strong wave of acceleration, so getting up to speed on a motorway slip road is easy. The engine can become a little raucous under load, although once you're up to speed the eight-speed transmission ensures the revs are kept low, so the 3 Series feels refined.

MPG & RUNNING COSTS 4.2/5★

THE fuel economy you achieve will largely be dictated by how often you're able to charge the 330e's drive battery, although we saw a return of 43.2mpg from the car once the battery had lost most of its charge. That translates into a range of 380 miles from a tank of fuel, but the Mercedes C 300 e was more efficient in our hands and has a bigger tank, so can travel even further once the battery has been used up.

EV RANGE/ BATTERY/CHARGING An increase in capacity from 12kWh to 22.3kWh means the 330e can now travel up to 59 miles on electricity alone, according to BMW. That's an increase of 25 miles over the previous model, meaning most local journeys should be covered by electric drive alone.

Unlike the Mercedes C 300 e, BMW has only equipped the 330e with AC charging that accepts a maximum of 11kW, so the fastest the battery can be recharged from flat is two and a quarter hours.

TAX Plug-in hybrids such as the 330e help to deliver reduced running costs for company-car users when compared with the petrol or diesel alternatives. Electric vehicles are cheaper still, but not everyone can make these work, so PHEVs are a useful option.

The 330e sits in the nine per cent Benefit-in-Kind (BiK) company-car tax bracket. That's courtesy of its longer EV range – in comparison, the outgoing 330e with the 12kWh battery is in the 15 per cent bracket, while the standard petrol 320i has a 36 per cent rating. All versions of the 330e cost in

LOAD LUGGER
Despite the PHEV system eating into the Touring's boot space compared with the petrol version, it still beats the plug-in C-Class Estate by 50 litres

BMW 3

Sporty estate is ideal for those w

MODEL TESTED:

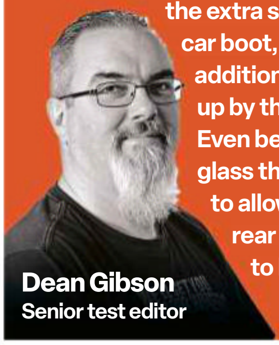
BMW 330e Touring M Sport

PROS	CONS
Great family car to drive	Only two trims to choose from
Decent space and practical touches	Slow charging of drive battery
User-friendly infotainment	Expensive upgrade packs

TESTER'S NOTE

AS with the whole 3 Series line-up, there's an £1,800 premium for the 330e Touring when compared with the four-door saloon, but we think that's a pretty reasonable price to pay.

You lose a barely noticeable two-tenths of a second in acceleration, while fuel economy isn't much poorer, plus you get the extra space of the estate car boot, which offsets the additional room that's taken up by the PHEV powertrain. Even better is the tailgate glass that opens separately to allow you to access the rear in tight spots to load smaller items in.



Dean Gibson
Senior test editor

30e TOURING

vanting economy with a practical bodystyle

"THE 3 SERIES HAS CONSISTENTLY DELIVERED A CONNECTED AND INVOLVING DRIVE, EVEN IN ESTATE GUISE" excess of £40,000, so road tax in years two to six is subject to the luxury-car supplement.

INSURANCE Whichever trim level you choose, the BMW 330e Touring sits in group 35 for insurance cover. This is two groups higher than the outgoing 12kWh model and six groups higher than the petrol 320i.

DEPRECIATION Residual values for the 330e Touring are marginally lower than they are for the 320i version, but both estates have figures that are around three per cent higher than their saloon counterparts. The 3 Series Touring holds on to more of its value than the rival Mercedes C-Class Estate across the board.

INTERIOR & TECHNOLOGY 4.5/5★

THE 3 Series has a familiar look that is arguably even more handsome in estate guise.

DESIGN Sharp lines and the familiar kidney grilles up front have been a staple of the 3 Series for its entire 50-year history, while the Touring adds roof rails and a longer rear end with a tailgate that's slightly raked, but not so much as to restrict boot space.

Inside, the 3 Series layout has been refreshed with new joystick-style levers to move the air vents, but the excellent iDrive controller has been retained.

QUALITY There are plenty of premium materials throughout the cabin, with metal trim on the dashboard and doors giving the cabin a lift, while the plastics have a soft feel to complement the leather and artificial hides that are used for the seats and steering wheel.

TECH AND INFOTAINMENT We're glad that BMW hasn't ditched the iDrive controller in the 3 Series, because it really makes a difference as to how easy it is to select functions when compared with using a touchscreen. The large circular control wheel is simple to grab and either rotate or move through four axes, while the shortcut buttons that flank the wheel also help with navigating the BMW's menu system.

PRACTICALITY 4.5/5★

THE Touring body makes up for some of the practicality that has been lost with the introduction of plug-in hybrid drive, although these compromises aren't as large as they are for some of the BMW's rivals.

FRONT SPACE A driver-focused cockpit is typical of BMW's cabin layout, while the 3 Series Touring has an identical set-up to the saloon. That means a relatively low-slung driving position for a sporty feel, while it also means that headroom isn't an issue. A wide range of wheel and seat adjustment is offered, so it's easy to get comfortable on board.

Storage is good, with twin cup-holders, a USB-A socket and 12-volt connection under the aluminium-finished panel ahead of the iDrive controller, while the armrest hides another compartment with a USB-C socket. The door bins are reasonable, but there's a divider between the cup-holder and main pocket, so storing longer items can be fiddly.

REAR SPACE If you tick the option to add the £1,425 panoramic sunroof, you're not going to compromise rear headroom as a result. There's plenty of space for shoulders when travelling three-up, too, while legroom and foot space is decent. The only issue is middle-seat leg space, because the transmission tunnel is quite wide. The rear door bins are only big enough for bottles, while passengers also benefit from twin USB-C sockets and air vents with their own climate control settings.

BOOT SPACE A cargo capacity of 410 litres is 90 litres down on the petrol 320i Touring, courtesy of the need to fit the hybrid running gear. However, that is less of a compromise than is found in rivals such as the Mercedes C 300 e Estate, which has a far smaller boot.

The tailgate opens to reveal a wide, flat floor with a low load lip, although the top of the opening is encroached by the hinges for the rear door. This means it's tricky to make maximum use of the space if you're trying to load something large.

The floor area is square, while the seat backs fold via levers on their shoulders in a 40:20:40 split for added flexibility. When they're down, the sides of the cargo area are flat, and the seat backs have a slight rise in them that helps with unloading longer items. There isn't enough room under the floor to store a charging cable, so it has to stay in the main area, although it can be tucked behind one of the wheelarches.

RELIABILITY & SAFETY 4.5/5★

THERE'S a raft of safety kit on board, although some of the most advanced kit is only offered within pricey option packs. As standard, the 3 Series has a five-star Euro NCAP rating, but this was recorded in 2019 and the test has become more stringent over time, so it can't really be compared with newer rivals.

For £800, the Driving Assistant package adds lane-keep assist, front and rear collision prevention and speed-limit assist, while the £1,250 Driving Assistant Professional also adds active cruise control (although this can be added separately for £600), automatic speed-limit assist, wrong-way warning, active side-collision protection and crossroads

CABIN
Premium materials give the 3 Series an upmarket feel, while the dash is driver focused

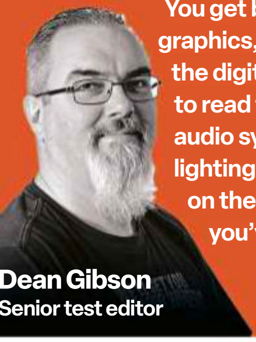
REAR SEATS

Optional panoramic sunroof doesn't hurt headroom, while legroom is also decent; passengers get air vents and USB ports

TESTER'S NOTE

RATHER than having sport, eco and normal driving modes, the 3 Series Touring has a Driving Experience Control instead, with Personal, Expressive, Sport and Efficient modes, among others. They're a bit more cryptic because the system adjusts more than just the powertrain.

You get bespoke on-screen graphics, different layouts for the digital dials (some easier to read than others), and the audio system and interior lighting are set up depending on the 'Experience' that you've selected.



Dean Gibson
Senior test editor

0
CONTENT
LAYOUT
HEAD-UP
READY

FEATURES

Drop the 40:20:40-split rear seats and there is 1,420 litres of storage space to play with; handy iDrive controller provides an alternative to using the touchscreen; 12.3-inch digital dash layout changes with the chosen 'Experience'

> **"THERE ISN'T ENOUGH ROOM UNDER THE BOOT FLOOR FOR A CHARGING CABLE, SO IT STAYS IN THE MAIN AREA"**

warning. All of these systems work smoothly and without much fuss, plus you can set the systems up as you please via the Driving Experience Control system.

WARRANTY 4.2/5★

BMW's warranty covers owners for three years, but as with its premium rivals, there's no mileage limit to go with it. Roadside assistance lasts for the same amount of time.

SERVICING 4.5/5★

ONE aspect of BMW ownership that's well catered for is the after-sales package. There's a five-year Service Inclusive option on offer in the 330e for £1,044, which covers all maintenance costs. Intervals are condition-based, so the car will let you know when maintenance is needed.

THERE'S been a Estate version of the C-Class ever since the model arrived to replace the 190E in 1993, and Mercedes is on to its fifth generation, known internally as the W206, which arrived in 2021. At the moment the range is largely based around AMG Line trim, although here we're testing the Urban Edition, which is arguably a value-minded entry-level variant, because it comes in a fixed specification without additional options.

ENGINES & PERFORMANCE 4.1/5★

THE latest C-Class relies on a range of four-cylinder engines, and the C 300 e's powertrain is based around the same 201bhp turbocharged unit as the pure-petrol C 200. Here, however, it's augmented by a 127bhp electric motor for a total combined output of 309bhp, while there's also 550Nm of torque on offer. Individually the electric motor offers 440Nm, while the engine makes 320Nm.

Power is sent to the rear wheels via a nine-speed automatic gearbox, and this configuration helps the saloon to sprint from 0-62mph in 6.1 seconds, while the slightly heavier estate covers the same measure in 6.2 seconds. Both cars have a top speed of 149mph.

As with the BMW 330e, Mercedes' hybrid system uses the electric motor to fill in gaps in the power band to help it deliver faster responses, while different drive modes adjust how quickly the car reacts to inputs. Most of the time the standard mode offers a decent level of response, so that the sharper Sport setting isn't really needed, mainly because the car's gearbox is set up to deliver smooth shifts, rather than rapid ones.

DRIVING 4.1/5★

MERCEDES is famous for building comfortable cars, and thanks to a platform that shares tech with the S-Class limousine, there's a softer edge to the C 300 e than you'll find in rivals such as the BMW 330e.

AROUND TOWN Smooth, near-silent running is offered by the C 300 e when the battery is fully charged, while light controls and decent responses mean it's easy to drive at urban speeds. The suspension is on the soft side, and the ride comfort is further enhanced by the 18-inch alloy wheels that are fitted as standard across the line-up.

A & B-ROADS Stretch the potent hybrid powertrain on faster country roads, and the limitations of the C-Class's set-up become clear. While a 330e offers sharp handling and a firm edge to the ride, the C 300 e is designed with a focus on comfort.

As with previous generations of the C-Class Estate, the steering lacks responsiveness, especially dead-ahead, where it can sometimes feel a little disconnected. There's a good weight to it overall, giving you enough confidence to lean into the steering, but it's not particularly keen to respond. What the C-Class can do is grip, however, and it's remarkably settled when you push on.

Every version of the C-Class Estate feels a little bit portly, but at 2,120kg, the plug-in hybrid model is 225kg heavier than the equivalent 330e Touring. Combine this with suspension that Mercedes has clearly (and refreshingly) tuned to soak up bumps and ruts in the road rather than offer cornering stability, and the C 300 e isn't really a natural when it comes to involving handling.

We also have a few reservations about some of the driver-assistance tech that's included with the C-Class. Predictive cruise control is available, and even if a speed hasn't been set, the system uses cameras and navigation data to help adjust the car's speed to prevailing speed limits and surrounding traffic. It can be a little disconcerting to have the car slow down without any input, although it makes for a smooth drive if you can get used to it.

MOTORWAY A bias towards comfort means that the C 300 e is absolutely in its element on a motorway. It wafts along at a cruise in a way that's not too dissimilar to an S-Class, tackling undulations in the road exceptionally well, while wind and road noise are kept low.

As with other PHEVs, as long as there's enough charge in the battery, the C 300 e will drive on electricity alone even at motorway speeds, but the refined nature of the cabin means that the engine is barely heard when it does finally cut in.

MPG & RUNNING COSTS 4.5/5★

LIST prices for the C 300 e are high: with the range kicking off at £52,220, that's more than £4,000 more than the entry-level C 200 petrol.

However, the offset to this should be low everyday running costs. Although as ever with a PHEV, the savings will be entirely dictated by how often you're willing and able to charge the drive battery to boost efficiency.

If you decide not to keep the battery topped up, we found that the system does a good job of maintaining the charge in everyday use, which helps to reduce the amount of engine running. As a result, we saw the trip computer on the C 300 e Estate return 46.2mpg during our time with it, while a 50-litre fuel tank means there's a range of more than 500 miles on offer when running on petrol alone.

EV RANGE/ BATTERY/CHARGING There's a 19.5kWh battery located under the boot floor, which Mercedes claims is good for a range of

C300e
KN74 JU

MERCEDE

Comfort-focused wagon will app

ON THE ROAD

While the BMW is set up for a sportier drive, the C-Class is more relaxed, making it the ideal choice for company-car users racking up business miles

ES C 300 e ESTATE

eal to business users, but practicality takes a hit in the PHEV

MODEL TESTED:

Mercedes C 300 e Urban Edition

PROS	CONS
Comfortable on the move	Small boot for an estate car
Plenty of premium materials inside	Some safety kit feels intrusive
Long official EV range	Urban Edition lacks optional extras

TESTER'S NOTE

ONE slightly unnerving feature of the C-Class when you first drive it comes when the brake pedal falls away from your foot as the car automatically slows. The adaptive cruise control has a mild-assistance system that is active as soon as you start the car, and the moving pedal is part of this set-up. The brakes themselves are effective, but we prefer to take control ourselves. The pedal is already softer than the one in the BMW 330e, but we found that deactivating the system provided a more consistent pedal feel.

Dean Gibson
Senior test editor

> “THANKS TO A PLATFORM THAT SHARES TECH WITH THE S-CLASS LIMOUSINE, THERE'S A SOFT EDGE TO C 300 e ”

67 miles on electric drive alone. But as we found out on test, the hybrid system ensures there's a good balance between petrol and electric drive when the battery capacity is low.

In terms of topping up, the C 300 e has an advantage over the BMW 330e because it has DC charging capability. A maximum rate of 55kW means the battery can be refreshed in 20 minutes, while AC charging from a conventional 7.4kW wallbox takes three hours.

TAX That long EV range means the C 300 e is the most tax-efficient C-Class for business users. Yet its nine per cent banding is no lower than the BMW 330e, while higher P11D prices mean that the Mercedes is marginally more expensive for company-car tax.

INSURANCE The C 300 e also sits in higher insurance groups than the 330e, with the entry-level Urban Edition kicking off the range in group 43. In comparison, the top-spec 330e M Sport falls into group 35.

DEPRECIATION Residuals for the C 300 e Estate hover below the 50 per cent mark. This is slightly behind the 330e Touring, but is at the upper end of the scale within the C-Class Estate line-up, likely because of the car's attractive company-car costs.

INTERIOR & TECHNOLOGY 4.5/5★

WHILE Mercedes' design language is somewhat identikit between its models, handsome looks are a defining feature across the board, and the company's cabins are among the most upmarket that you can find.

DESIGN There's an evolutionary appearance to the C-Class, while constantly increasing dimensions mean unfamiliar buyers could easily mistake it for the larger E-Class.

It's a similar story inside, where a high-set centre console with a large touchscreen at its head has become a trademark look for all of Mercedes' interiors in recent years. For the C-Class, there's a 12.3-inch digital driver's display and a trio of metallic-finished air vents in the middle of the dashboard.

QUALITY Those air vents feel great to use, with a smooth action and a precise click when moving them from open to closed. The metal paddle-shifters behind the steering wheel also feel upmarket, but the shortcut bar below the main touchscreen feels a little flexible to the touch, because the whole row of buttons moves as you select a function.

TECH AND INFOTAINMENT The shortcut buttons are useful to navigate through the large 11.9-inch touchscreen above, because they allow you to access certain functions without having to use the menu system. It's not a complicated set-up to use, but they just make life easier.

There are touch-sensitive controls on the steering wheel spokes, too, with the left-hand controls used to navigate the main screen, while the ones on the right adjust what's shown on the driver's display. These are a little too sensitive to the touch, and can change functions if you happen to pass your hand over them when steering.

PRACTICALITY 3.8/5★

THE plush interior also offers a reasonable amount of versatility, although there are some serious compromises to be made with the addition of plug-in hybrid drive.

FRONT SPACE The main difference between Urban Edition and the AMG Line versions of the C-Class is the upholstery. The former makes do with microfibre-style cloth and artificial-leather bolsters, whereas the latter features Mercedes' Artico man-made leather trim. The centre console has a different finish, too, but it really doesn't detract from the level of comfort or quality on offer.

There's plenty of room, soft armrests and a wide range of seat adjustment, and the door bins offer a good amount of free space without any intrusion. The centre console's armrest bin is decent and features a USB-C socket, while the hidden cup-holders further forward have two more USB-C sockets.

REAR SPACE Room in the back seats is good, with just as much elbow room as you'll find in a 3 Series, but slightly less headroom, although that won't be an issue for the majority of occupants. Urban Edition cars are a little sparsely equipped, with only air vents on offer – there are no USB sockets or separate climate controls available.

BOOT SPACE It's in the boot where the biggest compromises are made for the switch to plug-in hybrid drive. While the standard C-Class Estate has a cargo volume of 490 litres in five-seat mode, the C 300 e's capacity is slashed to 360 litres, courtesy of the bulky drive battery. It has an impact on load height, too, because while the boot lip measures 625mm off the ground, the boot floor is 685mm high. At least the back seats fold easily, and there's a wide opening to work with.

RELIABILITY & SAFETY 4.2/5★

THERE are plenty of safety systems on board and they helped the latest C-Class to earn a five-star Euro NCAP rating in 2022. However, the £1,695 Driving Assistant Package Plus is

CABIN
Mercedes' smart and well built cabins are among the best in the premium sector

C300e
KN74 JUL

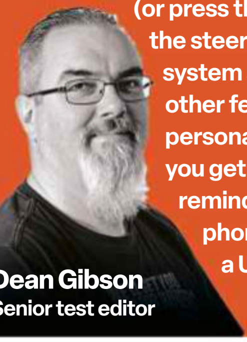
REAR SEATS

Space is good in the back, although the BMW pips the C-Class for headroom. Air vents are the only luxury rear-seat passengers get

TESTER'S NOTE

SPEAKING to your car to change settings is still an alien concept to UK buyers – it's something that's far more prevalent in the Far East. But if you're happy to 'talk to yourself', then it can be an easy way to bypass distracting use of the touchscreen.

In the C-Class, simply say "Hey Mercedes" (or press the speak button on the steering wheel) and the system activates. There are other features, such as a personalised greeting when you get in the car, and a vocal reminder if you leave your phone connected to a USB port.



Dean Gibson
Senior test editor

FEATURES

PHEV set-up means the Mercedes loses out to the BMW in terms of boot capacity, but hooks and seat-back levers are handy; 11.9-inch touchscreen's resolution is crisp, with the climate functions displayed at the bottom

> "HANDSOME LOOKS ARE A DEFINING FEATURE, AND THE CABINS ARE AMONG THE MOST UPMARKET AVAILABLE"

only available with the top trim level on the C 300 e. This adds an advanced suite of active systems that proactively steer and drive the car to avoid potential hazards and danger.

WARRANTY 4.5/5★

AS with premium rivals BMW and Audi, Mercedes provides a three-year, unlimited-mileage warranty, while the company offers the option to extend this by two more years. Roadside assistance can last up to 30 years if you stick to the terms of the cover.

SERVICING 4.5/5★

SERVICE intervals are every 15,500 miles or 12 months, whichever comes first, but a total cost of more than £1,500 for three services is pricier than BMW's five-year Service Inclusive package for the 3 Series.

PRICES AND SPECS

	BMW 330e TOURING	**MERCEDES C 300 e ESTATE**
Our choice	330e M Sport	C 300 e Urban Edition
Price from/price as tested	£48,985/£50,235	£52,220/£52,220

POWERTRAIN AND PERFORMANCE

Engine	4cyl in-line turbo/1,998cc	4cyl in-line turbo/1,999cc
Combined power	288bhp	309bhp
Combined torque	420Nm	550Nm
Transmission	Eight-speed auto/rwd	Nine-speed auto/rwd
0-62mph/top speed	6.0 seconds/143mph	6.2 seconds/149mph
Fuel tank/battery capacity	40 litres/22.3kWh	50 litres/19.5kWh
MPG (WLTP)/EV range	313.9mpg/59 miles	470.8mpg/67 miles
Test economy (with flat battery)/range	43.2mpg/380 miles	46.2mpg/508 miles
Emissions (WLTP/on test)	20/151g/km	13/141g/km

DIMENSIONS

Length/wheelbase	4,713/2,851mm	4,793/2,865mm
Width/height	1,827/1,448mm	1,820/1,462mm
Rear knee room	614-858mm	615-850mm
Rear headroom/elbow room	980/1,486mm	950/1,485mm
Boot space (seats up/down)	410/1,420 litres	360/1,375 litres
Boot length/width	890/945mm	952/948mm
Boot lip/floor height	620/640mm	625/685mm
Kerbweight/payload/towing weight	1,895/525/1,500kg	2,120/535/1,800kg
Turning circle	11.4 metres	11.1 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£25,771/51.3%	£25,379/48.6%
Depreciation	£24,464	£26,841
Insurance group/quote/VED	35/£1,148/£620	43/£1,116/£620
Three-year service cost	£1,044 (five years)	£1,512
Annual tax liability std/higher rate	£901/£1,803	£896/£1,793
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs	3yrs (unlimited)/3yrs
Driver Power manufacturer position	8th	2nd
NCAP Adult/child/ped./assist/stars	97/87/87/76/5 ★ (2019)	93/89/80/82/5 ★ (2022)

EQUIPMENT

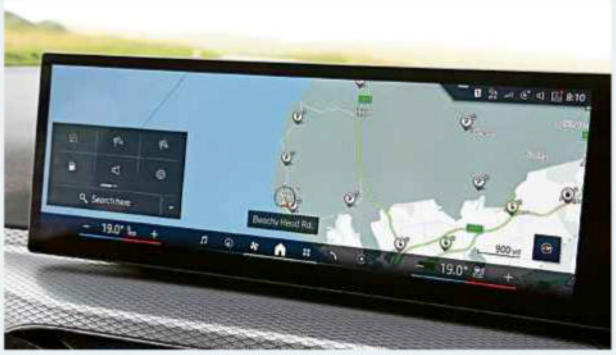
Metallic paint/wheel size	£875-£4,385/18 inches	£655/19 inches
Parking sensors/camera	Front & rear/rear	Front & rear/rear
Spare wheel/Isofix points	Repair kit/two	Repair kit/two
Keyless entry & go/powered tailgate	Yes/yes	Yes/yes
Leather/heated seats	£1,300/front	Part-artificial/yes
Screen/digital dashboard size	14.9/12.3 inches	11.9/12.3 inches
Climate control/panoramic sunroof	Three-zone/£1,425	Two-zone/yes
USBs/wireless charging	Four/£1,200 pack	Two/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	£1,250 pack/£2,100 pack	No/no
Adaptive cruise/steering assist	£600/£1,250 pack	No/no

WHAT WE WOULD CHOOSE

BMW The pricey paint options include unique hues and the company's 'Frozen' finishes: essentially matt versions of the standard metallics. Active cruise control is a useful £600 option, and a pop-out tow bar is £1,000.

MERCEDES Aside from paint, there aren't any options available on Urban Edition trim. You have to upgrade to the £60,720 AMG Line Premium Plus to add the £1,695 Driving Assistance Package Plus and £750 Trailer Coupling.

INFOTAINMENT



BMW 330e Touring 4.5/5★

CONNECTED PACKAGE PRO | KEY FEATURE: LIVE INFO

WHILE the iDrive controller is user-friendly, the 3 Series also has a responsive touchscreen. The large 14.9-inch display has super-sharp graphics and smooth animations, while the widescreen layout has an enhanced letterbox look courtesy of the climate controls that are a permanent fixture across the bottom of the display.

The BMW's home screen is split into three, while all of the car's apps can be shown on a single page to scroll through. This can be made easier by selecting specific sets of functions, such as media or vehicle settings, for example.

Mercedes C 300 e Estate 4.3/5★

MBUX | KEY FEATURE: ADVANCED VOICE CONTROL

HIGH-resolution graphics are the order of the day in the C-Class, with pin-sharp mapping and detailed menu screens throughout. The display is squarer than the one on the 3 Series, while the bottom third is given over to the climate controls and some other essential functions.

Voice control isn't a feature that has really caught on with UK buyers, but the Mercedes system is very well integrated. Rival set-ups can mis-hear an activation prompt and start offering help, but this hardly ever happened during our time with the C-Class.

> “HIGH-RESOLUTION GRAPHICS ARE THE ORDER OF THE DAY IN THE MERCEDES C-CLASS, WITH PIN-SHARP MAPPING ”

MERCEDES C 300 e BEST FOR:
Quality. Mercedes makes all of its models feel upmarket, while the metal switchgear and soft materials add to the C-Class's premium ambience.

BMW 330e BEST FOR:
Practicality. We take for granted that a BMW is going to be enjoyable to drive, but it also manages to build cars that match the class best for versatility.

RESULTS

WINNER ★★★★☆

BMW 330e Touring M Sport

UPGRADES to the 330e's drive battery have made it an even more appealing plug-in hybrid. The extra weight of the bigger battery hasn't had an impact on a driving experience that was a little behind the pure-petrol model anyway, but business users will feel more benefit from the lower emissions the new battery brings.

Even better is that the Touring's practicality hasn't been impacted as much as its rival here. Combine this with plenty of passenger space and a raft of user-friendly tech features, and it's still one of our favourite PHEVs.

AUTO EXPRESS
ROAD TEST WINNER
JULY 2025
★★★★☆
BMW 330e Touring M Sport

INTERESTED?
Scan the code to see our deals on new BMW 3 Series Tourings

RUNNER UP ★★★½☆

Mercedes C 300 e Estate Urban Edition

THERE'S plenty of appeal with the C-Class Estate. The premium interior is first rate, the crystal-clear touchscreen and driver's display feel just as upmarket here as they do in more expensive models, while the low emissions and long all-electric range mean it'll hold plenty of appeal with business users.

However, as a practical everyday load-lugger, the PHEV model is just too compromised by its large drive battery to be as versatile as its rival here. We'd either stick with the saloon or chose a diesel version of the estate instead.

INTERESTED?
Scan the code to view the latest offers on C-Class Estates

FIRST REPORT

SKODA ELROQ

Do age-old stigmas still plague award-winning SUV?

Pete Baiden

Pete.Baiden@autoexpress.co.uk

YOU know how it goes – you're outside washing your car when your neighbour arrives home. He wanders over and the usual small talk about the weather and what Joan from number 43 got up to last week begins. However, he knows I'm a motoring journalist, so it's only a matter of time before the conversation ends up drifting towards cars.

He notices the lack of a test car on my driveway and says: "What are you getting next?" I reply and tell him I'm getting a Skoda Elroq, and then I see something: a slight look on his face that suggests something isn't right. I ask what's wrong and he says: "Ummm... I wouldn't want a Skoda. They haven't got the best reputation, have they?"

I'm genuinely stunned. Has he been living under a rock for the past 25 years? I thought the Czech brand had long since shaken off its cheap and cheerful past, mainly because nearly every Skoda I've driven since joining Auto Express has been great. I assured him that Skodas are really good these days, but he didn't look convinced.

Well, regardless of what my neighbour thinks, I was genuinely excited to be getting an Elroq. It arrives after getting some glowing reviews from my colleagues, which resulted in it being named 2025 Car of the Year at our New Car Awards earlier this month. You can't get a much higher accolade than that.

Part of the reason it was honoured was the fact it does everything the already excellent Enyaq does, while costing less. It has almost made its big brother redundant in some ways and that's something I am particularly interested in, because I ran an Enyaq Coupé last year. I loved it and thought it was the perfect car to convince families who are undecided about whether to go electric or not. So is the Elroq really that good in comparison? It's still early days and I'll certainly have a more definitive answer as the months progress, but it's hard to disagree. The Elroq does everything well. And I mean everything!

The model we've got is an almost top-spec Elroq 85 Edition (only Sportline sits above) and it's packed with kit. It's got pretty much all you could need, but this comes at a cost. For a car that's supposed to be a cheaper alternative to the Enyaq, the £47,140 asking price (with options) does seem steep. But, knock off a few of the extras and you'd be paying a lot less.

I've already covered over 4,000 miles since taking delivery of the car, mainly due to a daily commute between my Oxfordshire home and West London. Every one of those miles has been a pleasure, because the Elroq is as much at home on a winding country lane as it is on the motorway. It really is a good car to drive. You get plenty of feedback from the steering, it's got a decent turn of acceleration when needed, and it's also extremely comfortable and refined.

The cabin is also beautifully finished too, and looks especially striking in Loft trim with the orange seatbelts really standing out. Everything feels high in quality and there's not a hint of scratchy plastics or niggling rattles, although that might change in time.

So do I have any gripes? It's really hard to fault the Elroq, but being extremely picky, I've

MODEL TESTED:

Skoda Elroq Edition 85

On fleet since: May 2025

Price new: £38,660

Powertrain: 82kWh battery, 1x e-motor

Power/torque: 282bhp/545Nm

CO2/BiK: 0gkm/3%

Options: Metallic paint (£680), Loft interior design (£600), Maxx pack (£5,100), Winter pack (£350), Driver pack (£650), Heat pump (£1,100)

Insurance: Group: 32 Quote: £1005

Mileage/Efficiency: 4,032/3.8 miles/kWh

Any problems: None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

> **"I ASK MY NEIGHBOUR WHAT'S WRONG AND HE SAYS: 'I WOULDN'T WANT A SKODA'"**

been averaging around 3.8 miles per kWh, which is slightly down on the 4.0 miles per kWh quoted by the brand. That's also from optimal summer conditions, so the efficiency is sure to drop slightly as the weather cools off. That said, they're decent figures for what is still a chunky SUV, and I can easily get 300 miles of range from a full charge.

So far the Elroq has been a joy, but now it has a tougher test – to convince my neighbour that there's no shame in owning a Skoda!

Pete Gibson

CABIN COMFORTS
We're smitten with the Elroq's upmarket cabin and the quality of its fit and finish. It looks especially smart in this Loft trim with its distinctive orange seatbelts

KY74 PPU
SKODA AUTO

PROS
- Beautifully finished cabin
- Genuine 300-mile range
- Generous space

CONS
- Pricey options
- Average boot space
- Fiddly climate controls

AUTO EXPRESS NEW CAR AWARDS 2025 WINNER

AEX VERDICT ★★★★★

IF Skoda is still the victim of badge snobbery, then the incredibly impressive Elroq should put the argument to bed once and for all. It's a capable, comfortable and fun-to-drive SUV that is sure to impress anybody that sits behind the wheel. It's very good indeed, and that's why it was our overall Car of the Year for 2025. Let's hope it continues to shine.

"ASIDE FROM BEING A QUIRK, MY INNER EIGHT-YEAR-OLD THINKS IT LOOKS LIKE A SCREEN FROM THE DEATH STAR"

SECOND REPORT

POLESTAR 4

The force is with us when driving our space-age EV

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

I'M going to reveal something I might well regret, but here goes: I love Star Wars. Not sci-fi in general, but Star Wars specifically. And when I found out that I'd be the lucky custodian of a Polestar 4, there was one big reason I was really looking forward to it. It sort of looks like the Millennium Falcon... a bit. Well, maybe if you squint.

Anyway, there's something about how the high rear end, the lack of rear window and an almost semi-circular profile combine to look both contemporary and retro at the same time.

However, I don't think our car looks particularly futuristic. Its light metallic blue paint and black lower bumpers don't sit all that comfortably with the ultramodern vibe – but in my mind it still doesn't erode this association; the Polestarship still makes me smile every time I walk up to it.

The sci-fi aesthetic doesn't just relate to its exterior, but also the interior. I love the cabin, which is simple, yet features lots of clever, subtle design features that lift it above most rivals'. It's not cluttered or awkward, as you'll see on brands such as Audi or Mercedes, but nor is it stark like a Tesla, either.

There's another nod to my inner sci-fi nerd in the ambient lighting. Rather than choosing between colours, each of the nine options is inspired by a planet in our solar system, or the sun, bringing up a screen with a graphic that also gives you key information about it.

Aside from being a bit of a quirk, my inner eight-year-old thinks this looks like a display screen from the Death Star, assessing other planets to see how much laser power is needed for (evil voice) "TOTAL ANNIHILATION". My personal preference is the soft-mid white ambience of Mercury, but I'm sometimes tempted by the sun's warmer hue.

The really slick bit, though, is how the lighting is integrated into the cabin – it's done so cleverly on the dash, console and doors that every time I drive at night I still get a little tickle.

Life isn't quite perfect inside our Pole-Death Star, though. As is often the case with modern, software-heavy cars, there have been a few irritations. Things such as the way the Digital Key on my phone often kicks the car into the 'Guest' profile when I get in. It's obvious the Polestar is having a moment when you open the door, as the steering wheel and seats begin their electronic dance to a completely random position, and the interior lighting reverts to the blue 'Earth' setting.

Annoyingly you can't change the driver profiles on the move, either, so you have to sit there, wait for the Guest setting to load and then swap back. We've even deleted and redownloaded the key a few times, but it still reverts to the Guest setting. I hope there's an easy fix when the car goes for its first service.

Other irritations are a screen that can be switched to a crisp and clean Google Maps view, but my preference for 'night mode' only go as far as that display. The main view on the screen retains its daytime view – I wonder if this is another thing that'll be fixed by an update. Plus, the air vents never seem to blow where I want. A couple of tabs would be an easy solution for a problem that shouldn't be there.

Overall, I'm still loving its serene cruising ability and high performance – life aboard the Polestarship Enterprise is good. Sorry, that's from Star Trek, but I ran out of Star Wars puns...

PREMIUM FEEL An excellent Harman Kardon sound system and great seats make the Polestar feel like an upmarket place to be

MODEL TESTED:

Polestar 4

On fleet since:	April 2025
Price new:	£69,990
Powertrain:	100kWh battery, 2x e-motors
Power/torque:	536bhp/910Nm
CO2/BiK:	0g/km/3%
Options:	Premium paint £900, Nappa leather upgrade £3,300, Pro Pack £1,800
Insurance*:	Group 48 Quote: £1,407
Mileage:	2,789 miles
Efficiency:	3.5 miles/kWh
Any problems?	Issues with digital key

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

NIGHT LIGHTS

We love the Polestar's ambient lighting, which comes into its own after dark. Earth Blue (above) is the default, but we prefer Mercury White (below)

PROS	CONS
Brilliant design	Software bugs
Speed and efficiency	Ride/handling balance
Digital interfaces	Expensive options

VERDICT ★★★★☆

OUR Polestar 4 is proving a hit. We love its design and interior full of clever touches such as funky lighting and a slick display. It feels like the firm has hit the nail on the head, the car being clean and contemporary without feeling stark or plain. Even its annoyingly regular profile selection failure isn't making us crack.

FLEETWATCH

VOLKSWAGEN ID.7

BEHOLD the battle of the £50k niche EVs: my VW ID.7 estate vs snapper Pete's Peugeot E-5008. Both ride comfortably, are quiet and have bags of practicality. I prefer the Peugeot's sharp steering and punchier brakes, but otherwise the ID.7 wins dynamically: it's 191kg lighter, which means less roll and lumbering weight transfer. And the Peugeot feels slow: 0-62mph in 9.7secs is EV walking pace. If you don't need seven seats, pick the VW.

PHIL MCNAMARA

25°C 17:12
Navigation
with Here
Vehicle

DACIA DUSTER

I RECKON Dacia could give Skoda (and its Simply Clever features) a run for its money – and case in point is the ingenious YouClip system. There are several mounting points, to which you can attach accessories, such as a phone holder. I've occasionally needed this when my iPhone won't connect via CarPlay but I need Google Maps, and it's handy that I only have to get the holder, clip it onto the dash and slot in the phone.

ANDY PRINGLE

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RENAULT SYMBIOZ REVEALED ULTIMATE GOLF GTI

NEWS

DETAILS Nissan's design boss tells our man how brand's nineties styling (below) inspired some features. Optional glass roof (left) makes cabin brighter and boosts headroom

GIOVANNY ARROBA Vice President, Nissan Design Europe

"THE LEAF IS ALL ABOUT MUSCULARITY AND AGILITY, BUT IT SHOULD STILL HAVE A SENSE OF URBAN CHIC AND SEXINESS"

nches out with all-new Leaf

orphed into a sleek and slippery rival for the VW ID.3 and Kia EV3

STYLING Leaf's new look has been dictated in part by the desire for good aerodynamics that will give the car a good range

chic and sexiness," he said. "The [styling] of the Leaf is again very much shaped by bringing 604 kilometres [of range] to the customer within that price range."

Nissan has also sprinkled in plenty of nineties-inspired design details, harking back to the brand's heyday. Elements such as three-dimensional rear lights and their clever 'Ni-San' (two-three in Japanese) graphics, plus references to sports models such as the 300ZX around the blacked-out rear panel, all suggest that the company is leaning into something the newer Chinese and Korean brands don't have: heritage.

It might appear like a big car, but pictures don't quite do the Leaf justice, because it's one of very few EVs that look smaller in the metal. At 4,350mm long, it's only around 50mm longer than the boxy Kia EV3. The Leaf is available with 18 or 19-inch wheels, although specific trim details ▶

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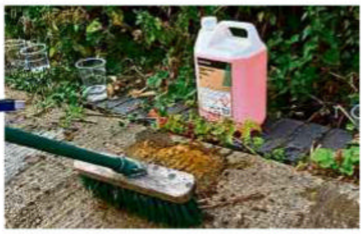

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PRODUCTS

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Mr Singh
718 Cayman

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The buyer will get to check the artwork before it is finalised, and the colour print is made on matte heavyweight art paper that is dry mounted and framed with a choice of either black, white, oak or grey finishes.

The cheapest single-vehicle illustration in a 420mm x 320mm frame costs £165, while an 80-vehicle print with the cars arranged across five lines and in a 1,120mm x 640mm frame is priced at £1,185.

The standard turnaround time from the order is 30 days, but as little as a week is possible if you pay a surcharge.

BOOKS

Ferrari: The Monopostos of 1948-52

John Starkey (Amberley Publishing, *amberley-books.com*) **Price:** £15.99 **Rating:** ★★★☆☆

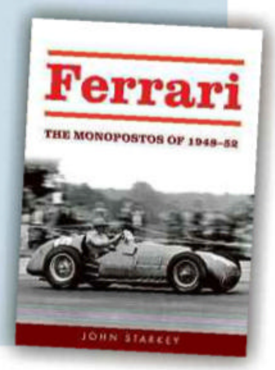
THIS book is an interesting if slightly limited insight into Ferrari's formative years in Formula 1. At less than 100 pages long, it's a short read, although it manages to pack a considerable amount of information into its compact size – mostly via large walls of text.

It tells the story of the team's early years as it struggled to fulfil Enzo Ferrari's dream of winning the new World Championship.

The photos – some of which are rare shots from the Ferrari archive or the author's own collection – are printed in colour, although they occasionally feel a bit undersized on the page to do them justice. On the other hand, it's impressive that the production values of an inexpensive paperback like this are so good.

This early period of Ferrari's F1 history is relatively under-represented in literature, so this should be an appealing title if you're seeking deeper knowledge of this era. However, anyone looking for detailed race results, comprehensive tech specs or data tables will find it lacking, because it's very much driven by the stories rather than the numbers.

Although the knowledge of the subject displayed by the author is commendable, the presentation can feel a little dry, occasionally turning an exciting subject into a slightly laborious read. This fascinating era of Ferrari history probably deserves a bigger title to properly do it justice, but this is a solid introduction – even if it's not going to become the definitive text any time soon.



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ELIMINATES LIGHT SCRATCHES AND REDUCES THE APPEARANCE OF DEEPER DEFECTS
G3 PRO
PERMANENT • NO FILLERS
G3 PRO SCRATCH REMOVER
RESTORE COMPOUND
IMPROVED FORMULATION
Farécla

"THAT will buff out" is an often-hopeful phrase used after a small – or sometimes big – scrape in the car. To give you the best chance of fixing light damage from branches, belt buckles, and scuffs from other cars, you'll need a good scratch remover liquid or paste.

Farecla's G3 Pro has always done well in our tests, earning a couple of commended rosettes. Now the firm has reformulated its Scratch Remover to be more effective and easier to use. It uses tiny abrasive particles to gently wear away the top layer of paint or lacquer until the finish is level and blemish-free. G3 also says the new formulation leaves such a fine, high-gloss finish that there's no need for a polish, and it won't wash away like rivals that contain filler resins. It's designed for easy application by DIY users, so no machine is necessary.

The new G3 Pro is also free of Volatile Organic Compounds, which means it produces no harmful vapours or unpleasant smells while you're using it. A QR code on the packaging can help guide users through the polishing process with a "How to" video.

The new Pro is available on its own in a 100ml tube for £5.99, or as part of a £16.99 kit, which includes the compound, a 'white waffle' applicator sponge pad and a microfibre cloth. Although the price of the tube is competitive, the kit looks poor value to us, because the pad and cloth are inexpensive if bought separately.

The new scratch remover is available from specialist outlets or on Farecla's Amazon shop.

CHOICES

New Scratch Remover can be bought on its own or as part of a kit that also incudes a microfibre cloth and sponge pad

"IT USES TINY ABRASIVE PARTICLES TO WEAR AWAY THE TOP LAYER OF PAINT UNTIL THE FINISH IS LEVEL"

FIRST TEST

VonShef 28L Electric Cool Box

Price: £84.99 **Rating:** ★★★⯪☆
Contact: *vonhaus.com*

IF you are off on a picnic or a trip to the beach, you don't want to arrive with tepid drinks and wilting salad. An insulated bag or box will keep your comestibles cool for a little while, but a powered box should be able to add a little chill too, bringing down the temperature rather than just keeping the heat out.

The new 28L Cool Box from VonShef promises to keep its cool, or will even switch to keeping food warm – useful if you are a long way from the nearest takeaway.

The compartment can store up to 38 soft drink cans and the separator doubles up as a freezer block. To help move the box once you are out of the car, it has an extending handle and suitcase-style wheels, although they are too small for use on rough ground or a beach.

The VonShef is supplied with three cables, so it can be powered by a standard three-pin plug, a USB-C port or a 12V DC car connector. We tried it connected to a 12V socket for three hours, placing a small ice pack inside when the box was at room temperature. At the end of the test, the thermometer showed an impressive 8.4 degrees. The same block in an unpowered cool box showed 13.5 degrees.

The downside is that the box is quite noisy; the 54 decibels we recorded is enough to annoy anyone sitting next to it. It also uses 63W of power, which could put a dent in your car's battery if left running with the ignition off.

TESTED Portable phone chargers

From £34.95: Being stranded without a working phone doesn't bear thinking about, so it pays to keep a portable charger in the car. But which is best?

MINI TEST

Tom Barnard

MOST of us will rely on our smartphones to entertain and navigate us in the car these days. We will usually charge while on the move to make sure we still have enough juice for the rest of the day. But what if you broke down and lost power while waiting for a rescue, or have an older vehicle with nowhere to plug in? You could need an extra charge pack.

Mophie thinks it has the perfect option for motor racing fans, with its new range of products created with the Oracle Red Bull Racing team. Here we pitched its Powerstation Plus against the Qi2 MagSlim Power Bank from ESR and the MSC 20Ah QC.

The Mophie's quality is attractive, but it's outgunned here, and its rivals are cheap enough that you could buy some other F1 merchandise with the change. We reckon the MSC offers the best value and performance here.

Mophie x Oracle Red Bull Racing Limited-Edition portable charger

Price: £79.95 **Size:** 10Ah **Rating:** ★★★☆☆ **Contact**: *ukzagg.com*

MAX Verstappen fans are most likely to be attracted to this charge pack, because it's decorated in his Formula 1 livery on one side. There are other Mophie Red Bull Racing designs available, or you can get a plain 'Powerstation Plus' device, which costs a fiver less.

Beneath the livery is a 10,000mAh battery in an alloy case, with two fixed cables. The USB-C lead and additional socket can deliver power at an impressive 30W, while an Apple Lightning connector can feed at a maximum of 20W. You can use them all at once too, if you need to top up a phone and a tablet at the same time. It's an impressive unit, but the extra cost makes it difficult to justify over its rivals.

ORACLE
Red Bull
RACING
mophie

ESR Qi2 MagSlim Power Bank

Price: £43.99 **Size:** 10Ah
Rating: ★★★★☆
Contact: *amazon.co.uk*

THE main advantage of the ESR is the convenience for phones with wireless charging capabilities. Clamp the Qi2 magnetically to the back of your device and it will transfer energy at up to 15W without the need for cables. We also loved the integrated stand, so you can keep your phone upright on a desk or picnic table. A digital display lets you keep an eye on the charge level.

MSC 20Ah QC Dual USB Power Bank

Price: £34.95 **Size:** 20Ah
Rating: ★★★★⯪
Contact: *mobilesolarchargers.co.uk*

DESPITE costing less than either of its two rivals here, the MSC has double the capacity, thanks to its 20Ah battery – that's enough to charge a smartphone six times. Like the Mophie, it has two cables attached – a USB-C and Lightning – and can charge three devices simultaneously, at up to a 22.5W maximum. It also has a digital charge status display. It's a little chunkier than its rivals here, but is great value.

DRIVEWAY CLEANERS

Oily deposits or dirt on your drive? Here are the best cleaners to fix it

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Tom Barnard

YOU might take pride in keeping your car shiny, but when did you last look down and see if your driveway is looking clean? Moss, algae and general dirt will soon build up, often leaving tell-tale lighter 'shadow' patches when your car moves out of its usual parking spot. If you have an older car or like to do DIY maintenance, you might also be left with the odd unsightly oil patch.

Spending a few hours with a proper driveway cleaner, a hose and a brush will soon have it looking like new. Some contain acid to cut through to the stone surface under the dirt, but need to be treated with caution. Others have fungicides to reduce the growth of algae and moss, while some have detergents that attack oily spots. But which is the most effective? We tried seven to see which scrubbed up the best.

How we tested

WE'RE judging our cleaners on their ability to shift grime from concrete and paved surfaces with the minimum of effort. We mixed and used them in accordance with each maker's instructions, using a brush and a pressure washer if suggested.

They were tried on block paving that was stained with used engine oil, and algae-covered concrete. We also scored them on value and environmental impact, because chemicals that kill off your neighbour's Geraniums are going to make you unpopular with everyone...

SCRUBB®
SO YOU DON'T HAVE TO.
DRIVEWAY & PATIO CLEANER
SHIFTS DIRT, OIL & FUEL STAINS FROM DRIVEWAYS, BLOCK PAVING & MASONRY
Powerful outdoor maintenance cleaner
Suitable for use with pressure washers
Concentrated formulation
5L

> **"CHEMICALS THAT KILL OFF YOUR NEIGHBOUR'S GERANIUMS ARE GOING TO MAKE YOU UNPOPULAR WITH EVERYONE"**

Scrubb Driveway & Patio Cleaner

Price: £13.48 **Size:** 5 litres **Rating:** ★★★★★ **Contact:** *toolstation.com*

AUTO EXPRESS BEST BUY 2025

USED at the suggested dilution rate of just 50ml per litre, the Scrubb's cleaning of our patches of grubby drive was behind that of some others in this test, but it is also exceptionally economical. Used neat on the oil patches, it excelled, however, and its other cleaning powers improved when the concentration was doubled – which still made it cheaper to use than most of its rivals here. It's also friendlier on the environment, with a lower acid content. This means you can use a jet wash to help make cleaning easier, because it won't damage its surroundings.

Spear & Jackson Path, Patio & Decking Cleaner

Price: £4.99 **Size:** 5 litre
Rating: ★★★★⯪
Contact: *therange.co.uk*

AUTO EXPRESS Recommended 2025

THE headline attraction of the Spear & Jackson cleaner is the price. It's less than £5 for a five-litre bottle, and the instructions say it can be diluted at up to a ratio of 1 to 4. It's available in a selection of high street stores, too, so you don't need to pay delivery. It did a great job clearing our driveway and contains chemicals to deter algae growth. But it lacks oil-busting ability.

Jennychem Patio & Driveway Cleaner

Price: £18 **Size:** 5 litres
Rating: ★★★★☆
Contact: *jennychem.com*

AUTO EXPRESS Recommended 2025

IT looks expensive at £18, especially compared to our top two cleaners, but the Jennychem cleaner can be diluted 1 to 4 to make it more economical, which goes some way to justify the cost. As does the cleaning power – we tried it at the suggested concentration, and it cleared the grime almost as well as the Bostik, and it doesn't need the same usage precautions as acidic formulas. It wasn't as good on the oil as the Scrubb though.

Bostik Brick & Patio Cleaner

Price: £13.19 **Size:** 5 litres
Rating: ★★★★☆
Contact: *toolstation.com*

IF you have a really dirty driveway, then you might need to reach for the Bostik. It had the biggest effect on our patch of concrete with the least effort required. But there are some compromises that mean it doesn't get placed higher, mainly that its acidic formula requires all sorts of restrictions. These include not being able to use a pressure washer with it because of the acid, which will add to your manual workload.

Knock Out Driveway, Decking & Patio Cleaner

Price: £15.28 **Size:** 4 litres
Rating: ★★★⯪☆
Contact: *toolstation.com*

THE Knock Out is another specialist cleaner, but in this case it targets algae, moss and mildew. As well as removing them effectively, it is said to inhibit regrowth, so your drive will look cleaner for longer. It did a great job on the mossy concrete strip in our test, but hardly touched the oil. It looks expensive too, especially because it's a smaller four-litre container and shouldn't be diluted.

Essentials Patio & Driveway Cleaner

Price: £12.99 **Size:** 5 litres
Rating: ★★★☆☆
Contact: *screwfix.com*

A DILUTION rate of 50ml per litre means the Essentials is great value to use, but it also seems to hurt the cleaning ability, because it was noticeably less effective than most of its rivals here. Increasing the mix ratio to make it stronger meant it was able to clear more of the grime away, but it also created a lot of foam in the process, which made it difficult for us to clearly see the areas that we were trying to clean underneath all of the suds.

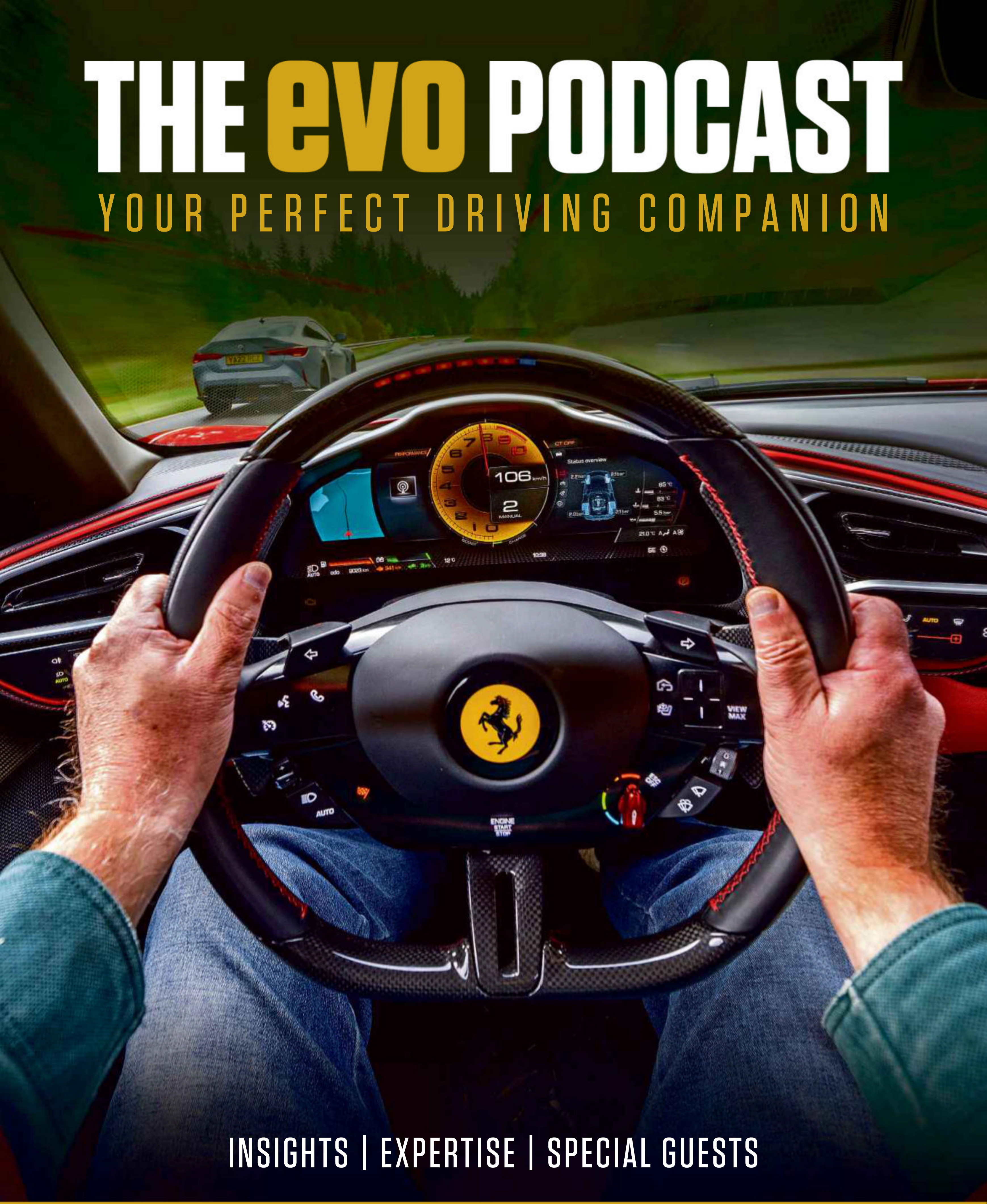
Kärcher Stone & Paving Cleaner

Price: £8.99 **Size:** 1 litre
Rating: ★★★☆☆
Contact: *kaercher.com*

IF scrubbing with a brush seems like effort, this is the lazy way. If you have a Kärcher pressure washer, the little bottle of cleaner plugs straight in and the fluid is fed into the flow. The problem is that it's not very effective and works out expensive.

Verdict

A COMBINATION of all round-ability, ease of use and value means the Scrubb Driveway & Patio Cleaner takes the win. The Spear & Jackson takes second place, with a great price and decent cleaning, so long as you don't need to tackle any oil stains. Third place goes to the Jennychem, which works well but is pricey.



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BUYING CARS

"SAFETY HAS NEVER BEEN SEXY – MODERN CARS ARE SO SAFE THAT BUYERS CAN AFFORD TO TURN THEIR ATTENTION ELSEWHERE..."

WHEN IT COMES TO THE CRUNCH, CAR BUYERS DON'T CARE ABOUT SAFETY"

STEVE WALKER

Auto Express's head of digital content gives his expert insight on why safety doesn't sell, but you're paying for it regardless

ASK anyone buying a car how valuable safety is to them and they'll say it's very important, maybe even crucial. Ask them to prioritise safety above things that have a more direct impact on their everyday enjoyment of a car or their bank balance, and it is a different story.

We asked more than 400 people to pick their top three priorities when choosing a new car from 10 key buying criteria. Reliability overwhelmingly came top, chosen by 54 per cent of those polled, yet safety was second from last at 20 per cent.

This deprioritisation of safety in the minds of car buyers might be surprising if you consider the implications of driving an unsafe vehicle, but it's nothing new for the automotive industry. Safety has long been a tough sell, compared with a car's more practical or emotionally involving facets. Volvo, you could argue, is the exception to the rule, having built a large part of its brand on foundations of safety innovation. Just ask yourself, though, how many car adverts you see based on safety, compared with those focused on design, performance, driving and value for money. Even the Swedish safety trailblazers don't overemphasise internal crash structures and blind-spot warning systems when trying to lure new customers.

Safety isn't sexy. It's the thing everyone wants their pride and joy to do well, but hopes will never be put to the test. Like an insurance policy, car buyers know safety is important, but they aren't particularly inclined to pay over the odds when, in theory, one car is much the same as another.

That's probably the great success of car safety over recent decades. Modern models in general are extremely safe and are getting more so all the time, despite this relative ambivalence from the buying public. The ever-tightening legislation governing safety standards has pushed up car prices, but it's also afforded buyers the luxury of not having to worry too much about choosing a safe model.

It's a bigger consideration for used-car buyers because an older model is more likely to bring compromises on the safety front, purely because it was sold new at a time when safety standards weren't as tight. The official crash-testing body, Euro NCAP, has continually made its tests more stringent over the years, demanding more of manufacturers who want to achieve those five-star ratings.

Safety is a great example of legislators and manufacturers working together to turn what's arguably the single most important thing about a car into something we don't have to care too much about.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

RIDE AND HANDLING

YOU SAID "It's a car that's very easy to drive, but the turning circle is poor. It makes the Astra less enjoyable to drive around town, because it isn't as agile at low speeds as it should be.

"Still, it handles well and it also has a comfortable ride, so it's in its element on poorly surfaced urban streets, along with arterial routes that are littered with potholes."

MPG AND RUNNING COSTS

YOU SAID "Despite having a 1.2-litre engine, the performance is ample and the economy is superb. I wish servicing costs were a bit lower."

> "My Astra was affordable and feels like a quality vehicle. It isn't a high-end car, but I'm happy to have something mid-range."

INFOTAINMENT AND ELECTRICS

YOU SAID "My Astra came with pretty much every driver-assistance system you can think of and they work pretty well, so I don't have to try to turn them off at the start of each drive. Infotainment is easy to get on with, thanks to intuitive menus and a responsive screen."

PRACTICALITY AND SPACE

YOU SAID "There's not much I don't like about my Astra when it comes to practicality. The boot is big enough, and there's plenty of cabin space with lots of cubbyholes. But more rear legroom wouldn't go amiss."

POSITION 3rd

Vauxhall Astra Mk8

Richard Dredge

IT has now been 45 years since the Vauxhall Astra appeared on Britain's roads – the original arrived in 1980, picking up where the Viva left off.

We've since had eight generations, and most have been dull but dutiful, which is why they've never troubled the top of our Driver Power surveys.

It's all change this year, though, because for the first time ever the Astra has reached the podium; the last time this medium-sized hatch was in a survey was in 2023, when the previous-generation Mk7 came 54th.

It's thanks to the Stellantis takeover of Vauxhall that the Astra looks great, with its 'Vizor' styling, modern tech and a much more engaging driving experience. A choice of petrol, diesel and electric powertrains has led to a series of high scores; many are in the top 10 and plenty are in the top five. There are top-three rankings for the smoothness of the drivetrain, the responsiveness of the steering, the handling, exterior design and the quality of the exterior finish.

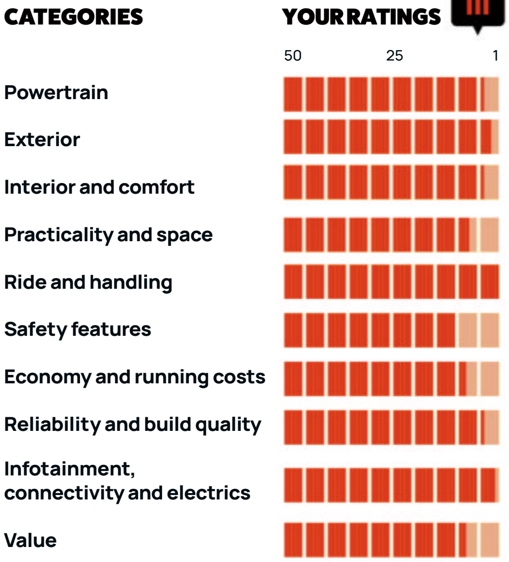
There are further top-three scores for cubbyholes, heating and ventilation, plus the sat-nav. In the top five are front-seat comfort, ride quality, cabin quality, servicing and user-friendliness of the switchgear.

The Astra's worst score is 19th for running costs such as servicing and road tax. Owners rank the car 18th for rear-seat legroom, 17th for acceleration and safety systems, and 16th for all-round visibility. Boot capacity is one place ahead, in 15th.

Overall, then, this is a remarkable turnaround for a family car that should have been this good all along.

OVERALL SCORE 89.97%

USED PRICES FROM: £14,000 **YEARS:** 2022 to present
CO2: 123-131g/km **FUEL ECONOMY:** 48-52mpg (1.2T)
BEST OPTIONS: Most cover colours and alloy wheels. A towbar and spare wheel are the other key extras.



DATA BY CATEGORY
Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

INTERIOR AND COMFORT

YOU SAID "As well as having seats that offer good support to make long journeys a breeze, refinement is excellent, which makes big trips more relaxing. The quality of the cabin is also impressive, and the dashboard is clearly laid out and easy to live with."

YOUR VIEW

Our readers' comments reflect just how they feel about their cars

"It's smooth, quiet, comfy, has an impressive range of driver-assistance technology and looks great, even after three years."

"My Astra looks modern and is fuel-efficient. It also has a smooth ride and comes with lots of equipment as standard."

"I really like my Astra Electric for its refinement and pace, but after I've reversed, there's a lag when trying to move forward."

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

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Tell us about your car and you could be in with a chance of winning a £100 Amazon voucher

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USED BUYER'S GUI

FROM £6,000 Japan's super-cute sports car is an up and coming classic, bu

Richard Dredge

AS we head into the electric age, compact and affordable sports cars are a thing of the past for the new-car buyer. But when you're buying used – and especially if you're happy to explore the realms of the modern classic – there are a few gems that are worth seeking out.

One of them is the Suzuki Cappuccino, which hit UK shores more than three decades ago, before retreating to be largely forgotten. Created primarily for the Japanese market but officially imported to the UK for two years, the Cappuccino is cheap to run and great to drive, although it isn't the most practical of cars. There are also a few things that you need to look out for when buying, so grab a coffee and we'll tell you all about it.

HISTORY

IN 1987 Suzuki started to work on a new two-seat sports car, but it would be another two years before an initial concept was shown at the Tokyo motor show. It was built to comply with Japan's kei car rules, which restricted car size along with engine displacement and power; those regulations changed in 1990 to allow longer cars and engines of 660cc instead of 550cc.

The Cappuccino entered production in 1991 and following a strong start in Japan, talks started with the UK importer about bringing the car here. Sure enough, at the 1992 London Motor Show, the Cappuccino made its debut.

The first cars were delivered in 1993, but just two years later the Cappuccino was withdrawn, because a revised car went into production in Japan and wasn't type approved for Europe. These later models, sometimes imported to Europe individually, have a more muscular engine, the option of a three-speed auto, power steering, anti-lock brakes and a driver's airbag. The final Cappuccinos were made in 1997, with the last cars sold in Japan in 1998.

WHICH SHOULD I BUY?

ONLY 1,110 examples of the UK-spec Cappuccino were sold in the UK between 1993 and 1995; 80 per cent were painted red and the rest were silver. But the car was available in Japan from 1991 until 1997 with a choice of 10 colours, and in total there were 28,010 Cappuccinos built.

As a result, quite a few of the cars now in the UK were originally sold in Japan, while Cappuccinos were also sold in Germany, France, Holland, Sweden, Hong Kong and New Zealand. All were right-hand drive. Some of the later cars from 1995 on have also now found their way here. At the very least, you should put any potential purchase through an MoT before buying, or ideally get it thoroughly inspected.

PRICES

THERE is rarely a significant number of Cappuccinos for sale at any given time, so you're unlikely to be spoiled for choice, while there are also a few in Japan, offered by specialist import companies.

Assuming you buy a car that's already registered in the UK, you might bag a bargain and secure one for as little as £4,000, but it will probably be a tatty example or a distress sale – or both.

You really need to budget closer to £8,000 to buy a genuinely nice Cappuccino that's ready to go, with no problems, although it's easy to spend between £10,000 and £12,000 if you're lucky enough to find a really superb car, which has been cherished, with history, and had lots of money lavished on it. Later, imported Japanese Cappuccinos with the stronger engine carry a premium over an equivalent pre-facelift UK model.

✓CHECKLIST

RUST IN PEACE

The Cappuccino was poorly rustproofed, so corrosion is common. Look for rot in the floorpans, sills and wheelarches, although it's often hidden by the plastic lower panels, which are purely cosmetic.

PANEL WORK

The roof panels, boot lid and bonnet are made of aluminium, which keeps the weight down, but they get dented easily. Replacements are hard to find and when they do crop up, they're expensive.

ALL THE GEARS?

Most Cappuccinos (including all UK-supplied cars) come with a five-speed manual gearbox. The synchromesh wears, especially on second gear, so see if it crunches as you swap cogs. Repairs are expensive.

BELT UP

Pre-facelift Cappuccinos had a cambelt that should be replaced every five years or 60,000 miles. Later cars had a chain-driven cam, so no belt. Engines and turbochargers are durable.

UNIQUE UK-spec Cappuccinos can be hard to find parts for these days with items such as tail-lights (above) specific to the model

BUY THROUGH AUTO EXPRESS!
Scan the code to find your new summer drop-top toy

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

DE Suzuki Cappuccino

ut with tiny dimensions, make sure it's your cup of tea (or coffee…) before you buy

ON THE ROAD Thanks to its light weight and short wheelbase, the Cappuccino is an entertaining car to drive, with well balanced weight distribution and fine handing

MagicCarPics

RUNNING COSTS

WITH an oil change interval of just 3,000 miles to protect the engine's turbocharger, you might think Cappuccino running costs are high.

But that's not even an annual service for most owners and it doesn't cost much, especially if you do the work yourself. DIY maintenance as a whole is easy, because no special tools are needed and consumables are easy to find. Things get costly if parts such as exhausts or lights are required, because those are costly and not always easy to track down; if any parts will be needed soon, price them up before buying the car.

It's easy to average 45mpg, so you can expect small fuel bills, while insurance on a classic policy is also likely to be cheap. With a small-capacity engine, all Cappuccinos cost £220 per year to tax, because they're below the 1,549cc threshold.

RECALLS

ALTHOUGH Suzuki brought the Cappuccino into the UK as an official import, it has never issued any recalls here. Not that it would make any difference if it had done so, because any manufacturing or design glitches should have been sorted out years ago, bearing in mind it's now three decades since the last Cappuccinos were officially sold in this country.

Any car brought in from Japan is slightly different in that such models often come with very little history, but the Japanese roadworthiness test is strict, so any Cappuccino that's been in its homeland in recent times should be a good bet. Bizarrely, in 2017 Suzuki did issue a recall for a single 1996 Cappuccino in Japan, because its engine was missing its identification number. The whole engine was replaced!

PERFORMANCE
The 660cc turbo engine isn't especially powerful, but it makes a great noise

ON THE ROAD

WITH just 63bhp on tap, the rear-wheel drive Cappuccino isn't fast; it's restricted to 83mph (as is the law for such cars in Japan) and takes 11.3 seconds to get to 60mph. But speed isn't what this car is all about because it's small – just 3.3 metres long – and light, at a mere 725kg. As such, it's agile and enjoyable to drive, even at low speeds.

That three-cylinder engine just loves to be revved too; it's red-lined at 8,500rpm but will go right up to 9,300rpm if pushed. With a slick five-speed gearbox, excellent weight distribution, well weighted steering and good brakes, the Cappuccino is a great driver's car.

STYLING
Cappuccino looks cute from most angles, though the large rear rollover hoop means its never a full convertible

ALTERNATIVES

THE mid-engined Honda Beat is another kei car, with a 656cc engine, but this wasn't brought to the UK officially and it's rare here. Another mid-engined option is the 698cc Smart Roadster, which was current between 2003 and 2006. As such, it's more modern than the Suzuki and easier to find, but running costs can be high because parts are expensive.

The Daihatsu Copen (2003-2009) is another kei car that was sold in the UK officially. This one has an electrically retractable hard top – but watch out for rot. The Mazda MX-5 is another model to shortlist, because it's much more readily available, great fun to drive and even relatively practical.

Cappuccino

PRACTICALITY
You won't find a huge amount of luggage space inside a Cappuccino, but there's some storage in the centre cubby. Cabin is surprisingly spacious

INTERIOR
THE dash may be dated, but it's easy to get on with, and everything you need is there. This is also a brilliantly adaptable car, because it easily converts between fully open and fully closed, or there's a half-way targa-style option. But it's strictly a two-seater, and the boot is small; it's only just big enough to stow the removable roof panels.

DRIVER POWER

THE Cappuccino has never appeared in our Driver Power surveys, but from the time of its introduction buyers have gone into ownership with their eyes open, aware of the Suzuki's shortcomings. They're unlikely to be bothered by the car's poor refinement, or its limited performance and practicality, but they'll revel in the driving experience and low running costs. The Suzuki lacks safety credentials, but it's the same as any other small car of the era.

AEX VERDICT ★★★½☆

ACCORDING to *howmanyleft.co.uk*, there are around 600 Cappuccinos remaining in the UK, most of which are on SORN. That figure needs to be taken with a pinch of salt because there are another 90,000 Suzukis on the database with no model assigned, but however you look at it, this is an unusual modern classic. You probably wouldn't want to buy a Cappuccino to run on an everyday basis, because it can be hard to keep rust at bay and parts availability can be a problem. But, as a fun second car, the Cappuccino is a great buy for occasional use, which is why we would suggest you find a good one, snap it up and just enjoy it.

MINI Convertible Prices from £7,500

1

PROS	**CONS**
Four-seat practicality (just)	Tight rear legroom
Great fun to drive	Firm ride
Plenty on used market	Small boot

BUY THROUGH AUTO EXPRESS!
Scan the code to check out deals on used MINIs

THE MINI Convertible requires little introduction. It was an Auto Express New Car Award winner for longer than we care to remember, and in 2024 took the crown for 'Best Convertible' in the Auto Express Used Car Awards, too.

Its blend of performance and practicality is hard to beat, but once you factor in great availability on the second-hand market, plus prices from just £7,500, it's our top pick.

There are lots of engines to choose from, including the racy Cooper S and JCW variants. But we find entry models almost as fun – thanks to the MINI's excellent chassis and direct steering.

The ride is a bit too firm and there's not a lot of space in the back, plus the boot is all but hopeless. But when you're driving it with the roof down, little else matters.

10 BEST USED CABRIO

FROM £7,500 If it's open-top thrills that you're after, the best used convertibles offer incredible value

Porsche Boxster Prices from £22,500

3

PROS	**CONS**
Stunning performance	Relatively expensive to buy
Badge appeal	Four-cylinder sound
Reasonable practicality	Two seats only

BUY THROUGH AUTO EXPRESS!
Scan the code for hundreds of used drop-tops

NO list of sporty two-doors would be complete without a Porsche – and the Boxster really is the best of its type. It has fantastic balance, beautifully weighted steering and controls, and a cabin that is as close to ergonomic perfection as possible, so it's no poor man's Porsche. Indeed, in many ways, it's superior to the bigger, more expensive 911.

Early Boxsters are cheap now, but take a punt and you risk big bills. If you can afford it, buy newer; the six-cylinder cars from 2012-on are the sweet spot, while even newer models (badged 718) traded the big-capacity motor for a downsized four-cylinder turbo. While they're just as quick and lose none of their precision, they don't sound as good. Whichever you go for, make sure you get an aftermarket warranty.

Mazda MX-5 Prices from £10,500

2

PROS	CONS
Fun handling	Only has two seats
Good reliability	Cabin storage
Cheap to run	Not packing much power

BUY THROUGH AUTO EXPRESS!
Scan the code for huge deals on used MX-5s

IF you don't need four seats but want a compact, affordable and fun-to-drive convertible, you need look no further than a Mazda MX-5.

Like the MINI, the Mazda is a multiple award winner, and despite the current, fourth-generation car being the best part of a decade old, it's still incredibly competitive. There's a good reason why it's the world's best-selling two-seat roadster.

The MX-5 doesn't have loads of power, but nor does it need it. The engaging rear-drive chassis, slick manual transmission and direct steering mean that on the right road – preferably a slightly bumpy one with plenty of twists and turns – it'll show faster machinery a clean pair of heels. One word of warning: those used to turbocharged engines may find the Skyactiv-G petrol motors breathless – they need to be worked quite hard.

LETS

for money and huge fun

Richard Ingram

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TYPICAL. Weeks of scorching summer weather, and as soon as we produce a rundown of our favourite second-hand convertibles, the heavens open. But all is not lost – thanks to modern drop-top technology, you can easily enjoy any one of these 10 cars in bad weather too.

BMW 4 Series Prices from £27,500

4

PROS	CONS
Extensive engine range	Roof eats into boot space
Great tech	No electrified options
Good to drive	Expensive

BUY THROUGH AUTO EXPRESS!
Scan the code for hot deals on used BMW convertibles

THE BMW 4 Series is undeniably one of the more grown-up cars on this list, despite the fact the current-generation model ditched its predecessor's tin-top in favour of a folding fabric roof.

You wouldn't know it from behind the wheel, though; the 4 Series is incredibly refined for a convertible, and sacrifices little when it comes to outright driving fun.

You'll note in our 'pros' section that we praise the 4 Series for its extensive engine line-up. And while that's true of used models, range rationalisation means that newer cars are limited to just a couple of petrol motors. Find yourself a clean M440i (a near-£70k car new) and you'll not only have one of the finest-handling four-seat convertibles, but a glorious six-cylinder backing track, too.

Audi A5 Prices from £16,000

5

PROS
- Four seats
- Sheer refinement
- High-quality interior

CONS
- Feeling its age
- Not sharp to drive
- Expensive road tax

BUY THROUGH AUTO EXPRESS!
Scan to find a great used Audi A5 drop-top

UNLIKE its big rival, the BMW 4 Series, you can no longer buy a convertible Audi A5 brand-new. But with a lineage dating back to 2009, it offers plenty of choice if you're looking to buy second-hand.

We'd recommend the newer, second-generation car – it's feeling its age, but is still a refined and premium-feeling package.

The A5 looks super-classy, even if it's not the sharpest car to drive. The engine range makes up for it though, with a choice of petrol and diesel engines that will return impressive fuel economy if you're light with your right foot. Beware, however; many will be subject to the luxury VED premium, meaning big tax bills until the car's sixth birthday.

Ford Mustang Prices from £32,500

7

PROS
- Charismatic V8
- Manual gearbox
- Relatively good value

CONS
- Seriously thirsty V8
- Some cheap materials,
- Not as sharp as coupé

BUY THROUGH AUTO EXPRESS!
Scan the code for top deals on Fiat 500e Convertible

THE Ford Mustang holds the title of the UK's most affordable V8 (a less appealing four-cylinder 2.3 for the fuel-conscious was also available), and the fact you can have it with a manual gearbox and a folding roof makes it all the more appealing to us. It might not have the premium badge of Audi, BMW and Mercedes models on this list, but we defy you not to smile while driving this drop-top muscle car with the engine and exhaust burbling away.

A new one will set you back more than £60k, but take a look at the used market, and you'll find four or five-year old cars that have halved in value. You'll need a large pot of cash for fuel but buy wisely and you'll have one of the most charismatic convertibles ever built.

Audi TT Roadster Prices from £12,500

9

PROS
- Stylish looks
- Good to drive
- Slick technology

CONS
- Shallow boot
- Wind and road noise
- Two seats only

BUY THROUGH AUTO EXPRESS!
Scan the code for high-performance used convertibles

SOME might see the Audi TT Roadster as a bit of a jack of all trades. And they'd be right, because it's a fantastic all-rounder that, if you need no more than two seats, could realistically function as your only car – especially if you find one with the all-season security offered by Audi's quattro all-wheel drive system.

The Mk3 model is stylish, has a cracking cabin and slick tech – including Audi's Virtual Cockpit instrument cluster. It also has a range of engines that make the car either quick, economical, or a combination of the two.

Second-hand examples now start from around £12,500, but make sure you find one with a strong service history, and invest in an aftermarket warranty if you've any concerns.

Mercedes C-Class Prices from £14,200

6

PROS

Luxury feel
Badge appeal
Quiet with roof up

CONS

Grumbly diesels
Superseded by CLE
Old in-car tech

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great used Mercedes

THE Mercedes C-Class Cabriolet has now been replaced by the larger and more luxurious CLE, which means there are second-hand bargains to be had.

Like the Audi A5, the C-Class can't hold a candle to the BMW 4 Series when it comes to razor-sharp handling, but its more relaxed demeanour means it's a great car to cover big distances in. It's also available with a diesel engine; it's not the most refined, but it'll do a great many miles per gallon.

The cabin looks a bit dated alongside those of more modern Mercedes cars, but it's still well built. The seats are comfortable, with room for kids in the back – and it doesn't become overly blustery even with the roof down.

Smart ForTwo Prices from £8,500

8

PROS

Tiny dimensions
Fun to drive
Low running costs

CONS

Only two seats
Weedy powertrains
Poor EV range

BUY THROUGH AUTO EXPRESS!
Scan to find great used bargain drop-tops

IF dinky dimensions matter – or you live in a city with tight parking restrictions and low speed limits – then the Smart ForTwo Cabrio could be ideal. It's as long as some cars are wide, yet it never feels cramped; as the name suggests, the ForTwo is a strict two-seater, but there's enough room to get comfortable.

The engines don't offer anything of note, and the EV has a frankly pitiful sub-100-mile range. But overall, the ForTwo is darty and enjoyable to drive thanks to its rear-wheel-drive layout and tight turning circle.

The ability to lower the roof only adds to the sense of fun, and you needn't worry about being blown about either – ultimately, you won't be going fast enough for that.

Range Rover Evoque Prices from £14,995

10

PROS

SUV style
Off-road ability
Raised driving position

CONS

Big front doors
Leisurely performance,
Letterbox boot opening

BUY THROUGH AUTO EXPRESS!
Scan the code to find great Evoque deals

THE Range Rover Evoque Convertible sticks out like a sore thumb in a list made up mainly of sporty low-slung cabriolets. But that's why it offers something completely different.

Sure, it doesn't handle like a Porsche, or have the theatre of a Ford Mustang – nor can it match the BMW for interior quality or the Smart for rock-bottom running costs. What the Range Rover offers is that synonymous Land Rover-branded go-anywhere ability, mated to a super-desirable SUV shape.

Whether you're driving it in London or the Lake District, the Evoque has a unique sense of style that helps you to overlook some of its shortcomings – especially at a price from less than a third of what it would have cost new.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59000
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£68730
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£60010
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£74620

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£120165
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£76990

Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62530
83kWh (326) auto S line	383	6.0	0	43	£66030
100kWh (380) auto Sport perf	464	5.4	0	44	£69930
100kWh (380) auto S line perf	463	5.4	0	44	£73430
100kWh (462) quattro auto Sport	440	4.5	0	48	£75030
100kWh (462) quattro auto S line	439	4.5	0	50	£78530
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97530

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64330
83kWh (326) auto S line	362	6.0	0	43	£67830
100kWh (380) auto Sport perf	437	5.4	0	44	£71730
100kWh (380) auto S line perf	436	5.4	0	44	£75230
100kWh (462) quattro auto Sport	418	4.5	0	48	£76830
100kWh (462) quattro auto S line	415	4.5	0	50	£80330
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99330

Edition 1: add £5000 to S line

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£61280
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£59020

S line: add £2300 to Sport
Black Edition: add £2800 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (680) quattro auto S	375	3.4	0	50	£107770
105kWh (857) quattro auto RS	368	2.8	0	50	£126370
105kWh (857) quat at RS Carbon Bl	369	2.8	0	50	£138870
105kWh (925) quat at RS perf	365	2.5	0	50	£142870
105kWh (925) quat at RS perf Carbon	365	2.5	0	50	£155370

Vorsprung: add £22900 to S, add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£86645
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94430
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98430
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£116485
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£83910
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£87910

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	6.0	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	6.0	31	33	£50035

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38980
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43315
3.0TT (374) auto M240i xDrive	34.4	4.3	185	37	£49970
3.0TT (480) M2	28.0	4.2	229	42	£70630
3.0TT (480) auto M2	29.1	4.0	221	42	£68705

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	N/A	9.4	159	N/A	£23660
1.6T (147) auto Summit	N/A	9.4	159	N/A	£26660
1.5T PHEV (204) auto Aspire	N/A	8.5	23	N/A	£29830
1.5T PHEV (204) auto Summit	N/A	8.5	23	N/A	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	N/A	9.8	177	N/A	£25940
1.6T (147) auto Summit	N/A	9.8	177	N/A	£29180
1.5T PHEV (204) auto Aspire	N/A	8.5	31	N/A	£32660
1.5T PHEV (204) auto Summit	N/A	8.5	31	N/A	£36380

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	128	N/A	£18305
1.2 Hybrid (110) auto Plus	56.5	9.8	114	N/A	£20115
1.2 Hybrid (110) auto Max	56.5	9.8	114	N/A	£21815
44kWh (113) auto Plus	199	10.4	0	N/A	£22095
44kWh (113) auto Max	198	10.4	0	N/A	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£23750
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£25640
1.2 Hybrid (100) auto You!	62.1	10.7	107	16	£22595
1.2 Hybrid (136) auto Plus	62.1	8.0	107	23	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	23	£26925
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28715
54kWh (156) auto Max	257	9.2	0	23	£31505

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£26925
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	47.3	10.4	139	20	£31355
1.2 PureTech (130) auto Max	47.3	10.4	140	20	£33695
1.2 Hybrid (136) auto Plus	58.8	9.7	116	23	£32615
1.2 Hybrid (136) auto Max	58.8	9.7	116	23	£34995
1.6 PureTech PHEV (225) auto Plus	269.5	7.9	32	31	£39555
1.6 PureTech PHEV (225) auto Max	269.5	7.9	33	31	£41895

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20605
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24065
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26065
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	53.3	10.2	127	18	£28505
1.2 Hybrid (136) auto Max Edition	53.3	10.2	128	18	£33145
1.6 PureTech PHEV (225) at Max Ed	220.9	8.2	33	28	£37630
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£27780
1.5 BlueHDi (130) auto Max Edition	54.1	10.6	144	19	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£44000
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770
2.3T EcoBoost (280) ST	35.3	5.8	183	27	£38800
2.3T EcoBoost (280) auto ST	35.8	5.8	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

Ioniq 9 - 5060x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
110kWh (218) auto Premium 4WD	385	9.7	0	42	£64995
110kWh (307) auto Ultimate 4WD	376	6.7	0	47	£73495
110kWh (307) at Calligraphy 4WD	376	6.7	0	47	£75795
110kWh (427) at Calligraphy 4WD	372	5.2	0	48	£77595

Six seats: add £1000 to 427 Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arc Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

NEW CAR PRICES

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£33180
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34730
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41760
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£47790
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35830

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

AMG GT 4-Door - 5054x1953mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.4	3.2	298	50	£159300
4.0 V8TT (843) at AMG GT 63 S E Prf	25.2	2.9	254	50	£182450

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
EQS SUV - 5125x1957mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870
Business Class: add £14325 to AMG Line					
G-Class - 4873x1984mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870
Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63					
CLE-Class Coupe - 4850-4853x1861-1936mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075
CLE-Class Cabriolet - 4850-4853x1861-1936mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075
AMG SL - 4700x1915mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740
AMG GT - 4728x1984mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
MG3 - 4113x1797mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495
MG4 - 4287x1836mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495
MG5 - 4600x1818mm **Euro NCAP:** N/A **Driver Power:** N/A					
52.5kWh (156) auto SE	214	7.7	0	32	£30995
Trophy: add £2500 to SE					
ZS - 4430x1818mm **Euro NCAP:** ★★★★ **Driver Power:** N/A					
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495
MGS5 EV - 4476x1849mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495
HS - 4670x1890mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495
Trophy: add £2500 to SE					
Cyberster - 4535x1913mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Cooper - 3858x1744mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455
Sport: add £1300 to Exclusive					
Cooper 5-Door - 4036x1744mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465
Sport: add £1300 to Exclusive					
Cooper Convertible - 3879x1744mm **Euro NCAP:** N/A **Driver Power:** N/A					
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535
Sport: add £1300 to Exclusive					
Aceman - 4079x1754mm **Euro NCAP:** N/A **Driver Power:** N/A					
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905
Sport: add £1300 to Exclusive					
Countryman - 4444x1843mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505
Sport: add £1200 to Exclusive					

MORGAN

Dealers: 18 **Warranty:** TBC

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Super 3 - 3581-1840mm **Euro NCAP:** N/A **Driver Power:** N/A					
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165
Roadster - 3700-3890x1680-1756mm **Euro NCAP:** N/A **Driver Power:** N/A					
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Juke - 4210x1800mm **Euro NCAP:** ★★★★★ **Driver Power:** 27th					
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575
Tekna: add £1500 to N-Connecta **Tekna+:** add £1400 to Tekna **N-Sport:** same price as Tekna+					
Qashqai - 4394x1806mm **Euro NCAP:** ★★★★★ **Driver Power:** 28th					
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730
N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)					
X-Trail - 4680x1840mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135
Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna					
Ariya - 4595x1850mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630
Evolve: add £3995 to Advance					

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Omoda 5 - 4424x1830mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555
Omoda 9 - 4775x1920mm **Euro NCAP:** N/A **Driver Power:** N/A					
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
208 - 4055x1745mm **Euro NCAP:** ★★★★ **Driver Power:** 50th					
1.2 PureTech (100) Style	58.2	10.1	114	22	£19995
1.2 PureTech (100) Allure	58.2	10.1	114	21	£24645
1.2 PureTech (100) GT	58.2	10.1	121	21	£26795
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26450
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£28600
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£29800
50kWh (136) auto Allure	219	8.1	0	28	£30050
50kWh (136) auto GT	219	8.1	0	31	£32100
51kWh (156) auto Allure	263	8.2	0	28	£30850
51kWh (156) auto GT	261	8.2	0	31	£32900
GT Premium: add £1500 to GT, add £1800 to GT EVs					
308 - 4367x1859mm **Euro NCAP:** ★★★★ **Driver Power:** N/A					
1.2T Hybrid (145) auto Allure	62.6	9.3	110	20	£32925
1.2T Hybrid (145) auto GT	62.6	9.3	111	21	£36050
1.6 PHEV (195) auto Allure	62.6	7.9	18	26	£38220
1.6 PHEV (195) auto GT	62.6	7.9	18	28	£41430
1.5 BlueHDi (130) auto Allure	59.6	10.6	130	19	£33540
1.5 BlueHDi (130) auto GT	59.6	10.6	131	21	£36665
54kWh (156) auto Allure	257	9.8	0	24	£38220
54kWh (156) auto GT	257	9.8	0	25	£39990
308 SW: add £1200					
408 - 4687x1859mm **Euro NCAP:** ★★★★ **Driver Power:** N/A					
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35165
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38485
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£42185
58kWh (210) auto GT	280	7.6	0	34	£44995
508 Fastback - 4750x1859mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
1.6 Hybrid (225) auto GT	274.8	7.9	34	36	£46920
1.6 Hybrid (225) auto GT SW	274.8	8.0	37	36	£48120
e-Rifter - 4405-4755x1848mm **Euro NCAP:** ★★★★ **Driver Power:** N/A					
1.5 BlueHDi (130) auto Allure	54.3	10.8	148	14	£26515
1.5 BlueHDi (130) auto GT	54.3	10.8	148	15	£27005
1.5 BlueHDi (130) auto Allure Long	54.3	11.3	152	14	£29310
1.5 BlueHDi (130) auto GT Long	54.3	11.3	152	15	£29800
50kWh (136) auto Allure	199	11.3	0	22	£32250
50kWh (136) auto GT	199	11.3	0	22	£35045
50kWh (136) auto Allure Long	199	11.3	0	23	£33150
50kWh (136) auto GT Long	199	11.3	0	23	£35945
e-Traveller - 4981-5331x1920mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
75kWh (136) auto Active	217	14.3	0	38	£48925
75kWh (136) auto Active Long	217	14.3	0	40	£49825
Allure: add £5325					
2008 - 4300x1770mm **Euro NCAP:** ★★★★ **Driver Power:** N/A					
1.2 PureTech (100) Allure	52.7	10.8	129	16	£28540
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£31395
1.2 Hybrid (136) auto Allure	62.1	8.3	112	23	£32170
54kWh (156) auto Allure	247	9.1	0	26	£35300
GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT					
3008 - 4542x1895mm **Euro NCAP:** ★★★★ **Driver Power:** N/A					
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£36790
1.6 PHEV (195) auto Allure	356.2	7.8	19	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£45960
97kWh (230) auto Allure	435	8.7	0	N/A	£48660
GT: add £2950-£3530 to Allure					
5008 - 4791x1895mm **Euro NCAP:** ★★★★ **Driver Power:** N/A					
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£39490
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43560
73kWh (210) auto Allure	310	9.7	0	33	£48660
97kWh (230) auto Allure	414	9.6	0	N/A	£51360
GT: add £2950-£3530 to Allure					

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Polestar 2 - 4606x1859mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950
Polestar 4 - 4840x2008mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990
Polestar 3 - 4900x1968mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Taycan - 4963x1966-1998mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200
Taycan Sport Turismo - 4963x1966mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
97kWh (435) auto	404	4.8	0	50	£89200
97kWh (598) auto 4S	384	3.7	0	50	£97200
97kWh (700) auto GTS	378	3.3	0	50	£119200
97kWh (884) auto Turbo	379	2.7	0	50	£136200
97kWh (952) auto Turbo S	377	2.4	0	50	£163200
Taycan Cross Turismo - 4974x1967mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200
Panamera - 5052x1937mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100
Macan - 4726x1927mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000
Macan Electric - 4784x1938mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900
Cayenne - 4930x1983mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600
Cayenne Coupe - 4930x1983mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100
718 Boxster - 4379x1801mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832
718 Cayman - 4379x1801mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832
911 - 4542-4553x1852-1900mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600
GT3 Touring: same price as GT3					
911 Cabriolet - 4542-4553x1852mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700
911 Targa: same price as Carrera 4 GTS					

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5 E-Tech - 3922x1774mm **Euro NCAP:** ★★★★ **Driver Power:** N/A					
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995
Clio - 4050x1798mm **Euro NCAP:** ★★★★★ **Driver Power:** 32nd					
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095
Megane E-Tech - 4200x1768mm **Euro NCAP:** ★★★★★ **Driver Power:** N/A					
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995
4 E-Tech - 4144x1808mm **Euro NCAP:** ★★★★ **Driver Power:** N/A					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** 29th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115) **Black Edition:** add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

EVER had an unpredictable, life-long pal who potentially has it all, but often goes and spoils everything by pressing the self-destruct button? Sadly, I'm currently lumbered with such a self-harming old friend. It goes by the name of England.

This is an increasingly hostile car nation, and worse still, because I'm a car and van bloke, not a train, bus or bike nut, I'm pretty much displaced from its capital city, where I was born. As far as many of London's ruling politicians are concerned, people like me are on the 'most-hated' list, because we drive ourselves.

Don't get me wrong, England and its Greater London capital still have a lot going for them. It's just that over the past 15 years, Con-Lib coalition, then Conservative and now Labour Governments have all done their best to ruin the country and city by being needlessly hostile to motorists. Also putting the boot in are a few scarily powerful local councils, such as the motorist-bullying Labour regime in Greater London.

> **"THE FINAL STRAW WAS WHEN I RECEIVED 'DO NOT TRAVEL' NOTIFICATIONS AS I TRIED BUT FAILED TO USE WATERLOO STATION, WHICH HAD 14 PLATFORMS OUT OF ACTION"**

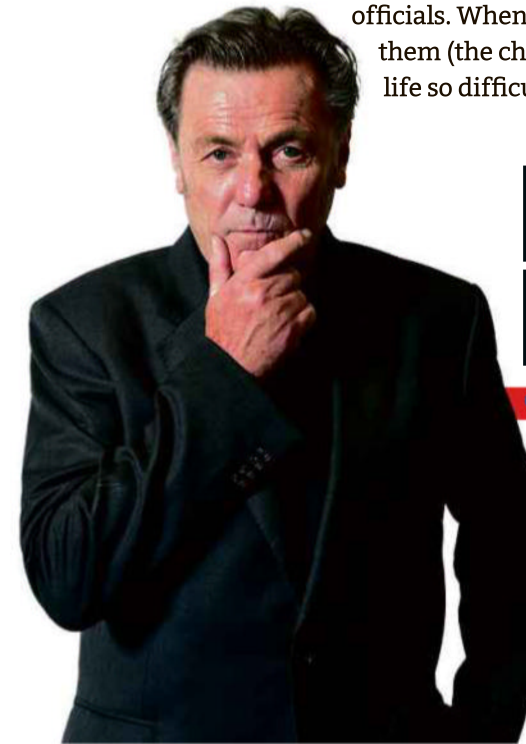
But as if to prove that things aren't all bad, this month has seen the brilliant Silverstone Formula One weekend, Goodwood's Festival of Speed (the planet's greatest car festival) and the London E-Prix all go ahead, proving that cars and car culture ain't dead yet.

However, the road and train networks, electricity grid and other important bits of our major infrastructure are all deeply wounded – and misery inducing. The quality time I spent admiring the F1 action was overshadowed by pitifully slow driving times that would have totalled around 24 hours had I driven to the GP meeting on all three days. Almost as infuriating were the countless road closures that frustrated Festival of Speed goers. Visitors to the E-Prix endured 20mph speed limits and accompanying licence-threatening cameras, plus the just-introduced rip-off tolls at the Blackwall and Silvertown tunnels.

I tried alternatives to the car several times throughout July. But trains were cancelled or late, or turfed me off early onto the dreaded rail replacement bus. All that was painful enough, but on a day when temperatures were 30C-plus, I almost suffocated in a stuck train carriage with sealed windows, tightly locked doors and a busted air-con system.

The straw that broke the camel's back was when I received "do not travel" notifications as I tried but failed to use Waterloo station, which had 14 platforms out of action. July also gave me power cuts at home, in a posh business building in London and elsewhere.

Enough's enough. I attempted to get away from it all via LeShuttle from Folkestone, and opted to travel off-peak on a quiet Monday. Yet I was still forced to queue for almost three hours, simply in order to show my passport to UK and French officials. When and how did we (the voters) give permission to them (the chauffeur-driven politicians) to make day-to-day life so difficult for us humble motorists?



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